

PROJECT REPORT

TO: ENVIRONMENTAL EVALUATION
COMMITTEE

AGENDA DATE: February 14, 2019

FROM: PLANNING & DEVELOPMENT SERVICES DEPT. AGENDA TIME 1:30 PM/No. 2

PROJECT TYPE: All American Grain – GPA18-0001; ZC18-0002 SUPERVISOR DIST #4

LOCATION: 305 Yocum Road APN: 024-260-032-000

Calipatria, CA PARCEL SIZE: 89 +/- acres

GENERAL PLAN (existing) Urban GENERAL PLAN (proposed) N/A

ZONE (existing) A-2 ZONE (proposed) M-2

GENERAL PLAN FINDINGS ☒ CONSISTENT ☐ INCONSISTENT ☐ MAY BE/FINDINGS

PLANNING COMMISSION DECISION: HEARING DATE: _____

☐ APPROVED ☐ DENIED ☐ OTHER

PLANNING DIRECTORS DECISION: HEARING DATE: _____

☐ APPROVED ☐ DENIED ☐ OTHER

ENVIRONMENTAL EVALUATION COMMITTEE DECISION: HEARING DATE: 02/14/19
INITIAL STUDY: 18-0007

☐ NEGATIVE DECLARATION ☐ MITIGATED NEG. DECLARATION ☐ EIR

DEPARTMENTAL REPORTS / APPROVALS:

PUBLIC WORKS
AG / APCD
E.H.S.
FIRE / OES
OTHER

☐ NONE
☐ NONE
☐ NONE
☐ NONE

☒ ATTACHED
☒ ATTACHED
☐ ATTACHED
☐ ATTACHED

Augustine Band of Cahuilla Indians, Colorado River Indian Tribes, Imperial Irrigation District

REQUESTED ACTION:

SEE ATTACHED

Imperial County Planning & Development Services
(Jim Minnick, Director)

801 MAIN ST., EL CENTRO, CA... 92243 760-482-4236

GMDBIS:\APN\024\260\032\GPA 18-0001 project\EEC\GPA18-0001 - EEC PROJ REPT 021419.doc

EEC ORIGINAL PKG

Initial Study #18-0007

EEC ORIGINAL PKG

- ☐ **NEGATIVE DECLARATION**
☐ **MITIGATED NEGATIVE DECLARATION**

*Initial Study & Environmental Analysis
For:*

All American Grain Company, LLC

**IS#18-0007
GPA #18-0001 & ZC #18-0002**



Prepared By:

COUNTY OF IMPERIAL
Planning & Development Services Department
801 Main Street
El Centro, CA 92243
(442) 265-1736
www.icpds.com

February 14, 2019

EEC ORIGINAL PKG

TABLE OF CONTENTS

	<u>PAGE</u>
<u>SECTION 1</u>	
I. INTRODUCTION	3
<u>SECTION 2</u>	
II. ENVIRONMENTAL CHECKLIST	8
ENVIRONMENTAL EVALUATION COMMITTEE (EEC) DETERMINATION	9
PROJECT SUMMARY	11
ENVIRONMENTAL ANALYSIS	14
I. AESTHETICS	14
II. AGRICULTURE AND FOREST RESOURCES	14
III. AIR QUALITY	15
IV. BIOLOGICAL RESOURCES	16
V. CULTURAL RESOURCES	17
VII. GEOLOGY AND SOILS	18
VII. GREENHOUSE GAS EMISSION	20
X. HAZARDS AND HAZARDOUS MATERIALS	20
XI. HYDROLOGY AND WATER QUALITY	21
XII. LAND USE AND PLANNING	23
XIII. MINERAL RESOURCES	23
XIV. NOISE	24
XV. POPULATION AND HOUSING	25
XVI. PUBLIC SERVICES	25
XVII. RECREATION	26
XVIII. TRANSPORTATION / TRAFFIC	26
XIV. TRIBAL CULTURAL RESOURCES	29
XIX. UTILITIES AND SERVICE SYSTEMS	29
<u>SECTION 3</u>	
III. MANDATORY FINDINGS OF SIGNIFICANCE	31
IV. PERSONS AND ORGANIZATIONS CONSULTED	32
V. REFERENCES	33
VI. NEGATIVE DECLARATION - COUNTY OF IMPERIAL	34
VII. FINDINGS	35
<u>SECTION 4</u>	
VIII. RESPONSE TO COMMENTS (IF ANY)	36

SECTION 1 INTRODUCTION

A. PURPOSE

This document is a ☐ policy-level, ☒ project level Initial Study for the evaluation of potential environmental impacts resulting with the proposed Zone Change #18-0002, General Plan Amendment # 18-0001 for Initial Study #18-0007. For purposes of this document, the abovementioned project will be called the "proposed application". as shown on Exhibit A & B.

B. CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) REQUIREMENTS AND THE IMPERIAL COUNTY'S GUIDELINES FOR IMPLEMENTING CEQA

As defined by Section 15063 of the State California Environmental Quality Act (CEQA) Guidelines and Section 7 of the County's "CEQA Regulations Guidelines for the Implementation of CEQA, as amended", an **Initial Study** is prepared primarily to provide the Lead Agency with information to use as the basis for determining whether an Environmental Impact Report (EIR), Negative Declaration, or Mitigated Negative Declaration would be appropriate for providing the necessary environmental documentation and clearance for any proposed project.

☐ According to Section 15065, an **EIR** is deemed appropriate for a particular proposal if the following conditions occur:

- The proposal has the potential to substantially degrade quality of the environment.
- The proposal has the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals.
- The proposal has possible environmental effects that are individually limited but cumulatively considerable.
- The proposal could cause direct or indirect adverse effects on human beings.

☐ According to Section 15070(a), a **Negative Declaration** is deemed appropriate if the proposal would not result in any significant effect on the environment.

☐ According to Section 15070(b), a **Mitigated Negative Declaration** is deemed appropriate if it is determined that though a proposal could result in a significant effect, mitigation measures are available to reduce these significant effects to insignificant levels.

This Initial Study has determined that the proposed applications will not result in any potentially significant environmental impacts and therefore, a Mitigated Negative Declaration is deemed as the appropriate document to provide necessary environmental evaluations and clearance as identified hereinafter.

This Initial Study and Mitigated Negative Declaration are prepared in conformance with the California Environmental Quality Act of 1970, as amended (Public Resources Code, Section 21000 et. seq.); Section 15070 of the State & County of Imperial's Guidelines for Implementation of the California Environmental Quality Act of 1970, as amended (California Code of Regulations, Title 14, Chapter 3, Section 15000, et. seq.); applicable requirements of the County of Imperial; and the regulations, requirements, and procedures of any other responsible public agency or an agency with jurisdiction by law.

Pursuant to the County of Imperial Guidelines for Implementing CEQA as amended, depending on the project

scope, the County of Imperial Board of Supervisors, Planning Commission and/or Planning Director is designated the Lead Agency, in accordance with Section 15050 of the CEQA Guidelines. The Lead Agency is the public agency which has the principal responsibility for approving the necessary environmental clearances and analyses for any project in the County.

C. INTENDED USES OF INITIAL STUDY AND NEGATIVE DECLARATION

This Initial Study and Negative Declaration are informational documents which are intended to inform County of Imperial decision makers, other responsible or interested agencies, and the general public of potential environmental effects of the proposed applications. The environmental review process has been established to enable public agencies to evaluate environmental consequences and to examine and implement methods of eliminating or reducing any potentially adverse impacts. While CEQA requires that consideration be given to avoiding environmental damage, the Lead Agency and other responsible public agencies must balance adverse environmental effects against other public objectives, including economic and social goals.

The Initial Study and Mitigated Negative Declaration, prepared for the project will be circulated for a period of 30 days (30-days if submitted to the State Clearinghouse for a project of area-wide significance) for public and agency review and comments. At the conclusion, if comments are received, the County Planning & Development Services Department will prepare a document entitled "Responses to Comments" which will be forwarded to any commenting entity and be made part of the record within 10-days of any project consideration.

D. CONTENTS OF INITIAL STUDY & NEGATIVE DECLARATION

This Initial Study is organized to facilitate a basic understanding of the existing setting and environmental implications of the proposed applications.

SECTION 1

I. INTRODUCTION presents an introduction to the entire report. This section discusses the environmental process, scope of environmental review, and incorporation by reference documents.

SECTION 2

II. ENVIRONMENTAL CHECKLIST FORM contains the County's Environmental Checklist Form. The checklist form presents results of the environmental evaluation for the proposed applications and those issue areas that would have either a significant impact, potentially significant impact, or no impact.

PROJECT SUMMARY, LOCATION AND ENVIRONMENTAL SETTINGS describes the proposed project entitlements and required applications. A description of discretionary approvals and permits required for project implementation is also included. It also identifies the location of the project and a general description of the surrounding environmental settings.

ENVIRONMENTAL ANALYSIS evaluates each response provided in the environmental checklist form. Each response checked in the checklist form is discussed and supported with sufficient data and analysis as necessary. As appropriate, each response discussion describes and identifies specific impacts anticipated with project implementation.

SECTION 3

III. MANDATORY FINDINGS presents Mandatory Findings of Significance in accordance with Section 15065 of the CEQA Guidelines.

IV. PERSONS AND ORGANIZATIONS CONSULTED identifies those persons consulted and involved in

preparation of this Initial Study and Mitigated Negative Declaration.

V. REFERENCES lists bibliographical materials used in preparation of this document.

VI. MITIGATED NEGATIVE DECLARATION – COUNTY OF IMPERIAL

VII. FINDINGS

SECTION 4

VIII. RESPONSE TO COMMENTS (IF ANY)

IX. MITIGATION MONITORING & REPORTING PROGRAM (MMRP)

E. SCOPE OF ENVIRONMENTAL ANALYSIS

For evaluation of environmental impacts, each question from the Environmental Checklist Form is summarized and responses are provided according to the analysis undertaken as part of the Initial Study. Impacts and effects will be evaluated and quantified, when appropriate. To each question, there are four possible responses, including:

1. **No Impact:** A "No Impact" response is adequately supported if the impact simply does not apply to the proposed applications.
2. **Less Than Significant Impact:** The proposed applications will have the potential to impact the environment. These impacts, however, will be less than significant; no additional analysis is required.
3. **Less Than Significant With Mitigation Incorporated:** This applies where incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact".
4. **Potentially Significant Impact:** The proposed applications could have impacts that are considered significant. Additional analyses and possibly an EIR could be required to identify mitigation measures that could reduce these impacts to less than significant levels.

F. POLICY-LEVEL or PROJECT LEVEL ENVIRONMENTAL ANALYSIS

This Initial Study and Negative Declaration will be conducted under a ☐ policy-level, ☒ project level analysis. Regarding mitigation measures, it is not the intent of this document to "overlap" or restate conditions of approval that are commonly established for future known projects or the proposed applications. Additionally, those other standard requirements and regulations that any development must comply with, that are outside the County's jurisdiction, are also not considered mitigation measures and therefore, will not be identified in this document.

G. TIERED DOCUMENTS AND INCORPORATION BY REFERENCE

Information, findings, and conclusions contained in this document are based on incorporation by reference of tiered documentation, which are discussed in the following section.

1. Tiered Documents

As permitted in Section 15152(a) of the CEQA Guidelines, information and discussions from other documents can be included into this document. Tiering is defined as follows:

"Tiering refers to using the analysis of general matters contained in a broader EIR (such as the one prepared for a general plan or policy statement) with later EIRs and negative declarations on narrower projects;

incorporating by reference the general discussions from the broader EIR; and concentrating the later EIR or negative declaration solely on the issues specific to the later project.”

Tiering also allows this document to comply with Section 15152(b) of the CEQA Guidelines, which discourages redundant analyses, as follows:

“Agencies are encouraged to tier the environmental analyses which they prepare for separate but related projects including the general plans, zoning changes, and development projects. This approach can eliminate repetitive discussion of the same issues and focus the later EIR or negative declaration on the actual issues ripe for decision at each level of environmental review. Tiering is appropriate when the sequence of analysis is from an EIR prepared for a general plan, policy or program to an EIR or negative declaration for another plan, policy, or program of lesser scope, or to a site-specific EIR or negative declaration.”

Further, Section 15152(d) of the CEQA Guidelines states:

“Where an EIR has been prepared and certified for a program, plan, policy, or ordinance consistent with the requirements of this section, any lead agency for a later project pursuant to or consistent with the program, plan, policy, or ordinance should limit the EIR or negative declaration on the later project to effects which:

- (1) Were not examined as significant effects on the environment in the prior EIR; or
- (2) Are susceptible to substantial reduction or avoidance by the choice of specific revisions in the project, by the imposition of conditions, or other means.”

2. Incorporation By Reference

Incorporation by reference is a procedure for reducing the size of EIRs/MND and is most appropriate for including long, descriptive, or technical materials that provide general background information, but do not contribute directly to the specific analysis of the project itself. This procedure is particularly useful when an EIR or Negative Declaration relies on a broadly-drafted EIR for its evaluation of cumulative impacts of related projects (*Las Virgenes Homeowners Federation v. County of Los Angeles* [1986, 177 Ca.3d 300]). If an EIR or Negative Declaration relies on information from a supporting study that is available to the public, the EIR or Negative Declaration cannot be deemed unsupported by evidence or analysis (*San Francisco Ecology Center v. City and County of San Francisco* [1975, 48 Ca.3d 584, 595]). This document incorporates by reference appropriate information from the “Final Environmental Impact Report and Environmental Assessment for the “County of Imperial General Plan EIR” prepared by Brian F. Mooney Associates in 1993 and updates.

When an EIR or Negative Declaration incorporates a document by reference, the incorporation must comply with Section 15150 of the CEQA Guidelines as follows:

- The incorporated document must be available to the public or be a matter of public record (CEQA Guidelines Section 15150[a]). The General Plan EIR and updates are available, along with this document, at the County of Imperial Planning & Development Services Department, 801 Main Street, El Centro, CA 92243 Ph. (442) 265-1736.
- This document must be available for inspection by the public at an office of the lead agency (CEQA Guidelines Section 15150[b]). These documents are available at the County of Imperial Planning & Development Services Department, 801 Main Street, El Centro, CA 92243 Ph. (442) 265-1736.
- These documents must summarize the portion of the document being incorporated by reference or briefly describe information that cannot be summarized. Furthermore, these documents must describe the relationship between the incorporated information and the analysis in the tiered documents (CEQA

Guidelines Section 15150[c]). As discussed above, the tiered EIRs address the entire project site and provide background and inventory information and data which apply to the project site. Incorporated information and/or data will be cited in the appropriate sections.

- These documents must include the State identification number of the incorporated documents (CEQA Guidelines Section 15150[d]). The State Clearinghouse Number for the County of Imperial General Plan EIR is SCH #93011023.
- The material to be incorporated in this document will include general background information (CEQA Guidelines Section 15150[f]). This has been previously discussed in this document.

II. *Environmental Checklist*

1. **Project Title:** All American Grain, General Plan Amendment #18-0001, Zone Change #18-0002, Initial Study #18-0007
2. **Lead Agency:** Imperial County Planning & Development Services Department
3. **Contact person and phone number:** David Black, Planner IV, (442)265-1736, ext. 1746
4. **Address:** 801 Main Street, El Centro CA, 92243
5. **E-mail:** davidblack@co.imperial.ca.us
6. **Project location:** The project site is located south of the City of Calipatria, Imperial County, California at 204 East Albright Road and Yocum Road and is further identified as Assessor's Parcel Number 024-260-032-000. The entire APN 024-260-032 is currently situated on approximately 89 +/- acres of land located within the County of Imperial, about half a mile south of the City of Calipatria See Exhibit A.
7. **Project sponsor's name and address:** All American Grain, at 1065 State Street, El Centro, CA 92243
8. **General Plan designation:** Urban
9. **Current Zoning:** A-2-(General Agricultural)
10. **Description of project:** Applicant proposes a Zone Change (ZC) and General Plan Amendment (GPA) to the west half of APN: 024-260-032 in an effort to bring the parcel into conformance with applicable zoning & land use regulations. The Zone Change & General Plan Amendment will allow more acreage under the Medium Industrial use so that the applicant may establish a Container Yard and Rail Spurs. The proposed Zone Change will change the current A-2 (General Agriculture) zone to M-2 (Medium Industrial) zone, while the General Plan Amendment will amend the Imperial County Land Use Element *Table 4: Compatibility Matrix*¹, located on page 64 of the Land Use Element. The current land use designation for APN: 024-260-032 is Urban Area which allows for compatibility with M-2 zoning as stated within the contents of the Land Use Element, however, this is not reflected in *Table 4: Compatibility Matrix*. This General Plan Amendment is meant to correct *Table 4: Compatibility Matrix* so that it is compatible with the Land Use Element's contents.
11. **Surrounding land uses and setting:** The land uses located east of project site are zoned for industrial type of uses, a rail spur surrounds the project situs used for uploading shipment of Agriculture products including corn and grain. Highway 111 is directly west of project site and the Railroad is directly east of project site.
12. **Other public agencies whose approval is required** (e.g., permits, financing approval, or participation agreement.): A) Planning Commission B) Regional Water Quality Control Board
13. **Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so has consultation begun?**
Native American Tribes and members of the Native American Heritage Commission (NAHC) have been invited to participate in the "Request for Review and Comment" as part of the Initial Study review process. Also, a tribal list was delivered from NAHC for us to contact so we did, but no comments related to significant impacts were received SB 18 and AB 52 consultation request to comment letters have been sent out. .

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- | | | |
|--|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture and Forestry Resources | <input type="checkbox"/> Air Quality |
| <input checked="" type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input checked="" type="checkbox"/> Geology / Soils |
| <input checked="" type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards & Hazardous Materials | <input checked="" type="checkbox"/> Hydrology / Water Quality |
| <input type="checkbox"/> Land Use / Planning | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Noise |
| <input type="checkbox"/> Population / Housing | <input checked="" type="checkbox"/> Public Services | <input type="checkbox"/> Recreation |
| <input checked="" type="checkbox"/> Transportation/Traffic | <input type="checkbox"/> Tribal Cultural Resources | <input type="checkbox"/> Utilities/Service Systems |
| <input type="checkbox"/> Mandatory Findings of Significance | | |

ENVIRONMENTAL EVALUATION COMMITTEE (EEC) DETERMINATION

After Review of the Initial Study, the Environmental Evaluation Committee has:

☐ Found that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☐ Found that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ Found that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.


☐ Found that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ Found that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

CALIFORNIA DEPARTMENT OF FISH AND WILDLIFE DE MINIMIS IMPACT FINDING: ☐ Yes ☐ No

EEC VOTES	YES	NO	ABSENT
PUBLIC WORKS	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ENVIRONMENTAL HEALTH SVCS	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
OFFICE EMERGENCY SERVICES	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
APCD	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
AG	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
SHERIFF DEPARTMENT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ICPDS	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>


Jim Minnick, Director of Planning/EEC Chairman


Date:

PROJECT SUMMARY

Project Location: The project site is located south of the City of Calipatria, Imperial County, California at 204 East Albright Road and Yocum Road and is further identified as Assessor's Parcel Number 024-260-032-000. The entire APN 024-260-032 is currently situated on approximately 89 +/- acres of land located within the County of Imperial, about half a mile south of the City of Calipatria See Exhibit A.

A.

Project Summary: Applicant proposes a Zone Change (ZC) and General Plan Amendment (GPA) to the west half of APN: 024-260-032 in an effort to bring the parcel into conformance with applicable zoning & land use regulations. The Zone Change & General Plan Amendment will allow more acreage under the Medium Industrial use so that the applicant may establish a Container Yard and Rail Spur. The proposed Zone Change will change the current A-2 (General Agriculture) zone to M-2 (Medium Industrial) zone, while the General Plan Amendment will amend the Imperial County Land Use Element *Table 4: Compatibility Matrix*¹, located on page 64 of the Land Use Element. The current land use designation for APN: 024-260-032 is Urban Area which allows for compatibility with M-2 zoning as stated within the contents of the Land Use Element, however, this is not reflected in *Table 4: Compatibility Matrix*. This General Plan Amendment is meant to correct *Table 4: Compatibility Matrix* so that it is compatible with the Land Use Element's contents. All American Grain Company proposes the construction of a loading/distribution facility that will utilize train units for distribution purposes to the POLB, thus cutting down the amount of trucks needed for distribution. A second spur is proposed and a bridge or tunnel will be built to provide 24 hour access to the parcel inside of spur(s). The current operations of the facility act as a grain transfer and storage station for locally grown container agricultural commodities. These operations include the receiving of the agricultural commodities such as hay, and other types of locally grown refuge in storage containers, transported via trucks to the facility. Once these containers are received and stored for a short period of time, they are then reloaded on to unit trains for distribution outside of the Imperial Valley. Additionally, incorporated in the original operations of the facility was receiving corn via unit train cars that would then be distributed to various Feed mills in the Imperial Valley via truck that will continue.

The applicant wishes to add to the current use by relying more heavily on the unit train cars rather than trucks for distribution from the Imperial Valley. The method of receiving and transporting the hay from locally harvested fields to the storage facility will remain. However, once the hay containers are stored and are ready to be reloaded, individual unit train cars will be the *primary method* of distribution to the POLB. Ultimately, the applicant's goal is to become more efficient with the delivery of out-going hay products that leave the valley and reduce the amount of trip miles made by trucks. This addition of one-unit train of 105 well cars which is 210 containers will be needed to maximize the reduction of trip miles made by trucks.

Once operations are in-motion, the empty storage facility will utilize their inner circle railway as a systematic method of offloading containers from the train and then reloading the containers that were loaded at the source. When the train unit cars are loaded and ready for distribution, they will leave the inner circle railway on their way to the POLB utilizing the Union Pacific Rail Road.

It is the intent of the applicant to construct this Container Yard in phases (see **Figure 5**). On the furthest east portion of the project, contains Phase 1, which is permitted by right to allow for a container yard. Phase 1 is unrelated to this Zone Change and General Plan Amendment for the reason stated previously. As of 8/06/2018 and 8/07/2018, the applicant has submitted with County of Imperial Building Department and Public Works Department for a grading permit for Phase 1. Once the Zone Change and General Plan Amendment have been approved, grading permits will be submitted for Phases 2 & 3.

- C. **Environmental Setting:** The land uses located east of project site are zoned for industrial type of uses, a rail spur surrounds the project situs used for uploading shipment of Agriculture products including corn and grain. Highway 111 is directly west of project site and the Railroad is directly east of project site.
- D. **Analysis:** The project site is zoned A-2- (General Agricultural) per Zoning Map #06 (Title 9, Section 92506.04). The approval of the proposed Zone Change to M-2 (Medium Industrial) would allow for the proposed use with the submittal and approval of a building permit since it is listed as a permitted use per Title 9, Division 5, Chapter 9, Section 90509.01. The proposed application is consistent with the Imperial County General Plan's designation, and the Imperial County's Land Use Ordinance. In addition, the adoption of the CEQA Initial Study for this project would be consistent with applicable County and State ordinances and regulations.
- E. **General Plan Consistency:** The project site is designated as "Urban", according to the County's General Plan Land Use Map. The proposed project zone change and general plan amendment is not expected to conflict with the County's General Plan. The rezoning to M-2 Medium Industrial will be consistent with the eastern portion of parcel which is currently zone M-2.

Exhibit "A" Vicinity Map

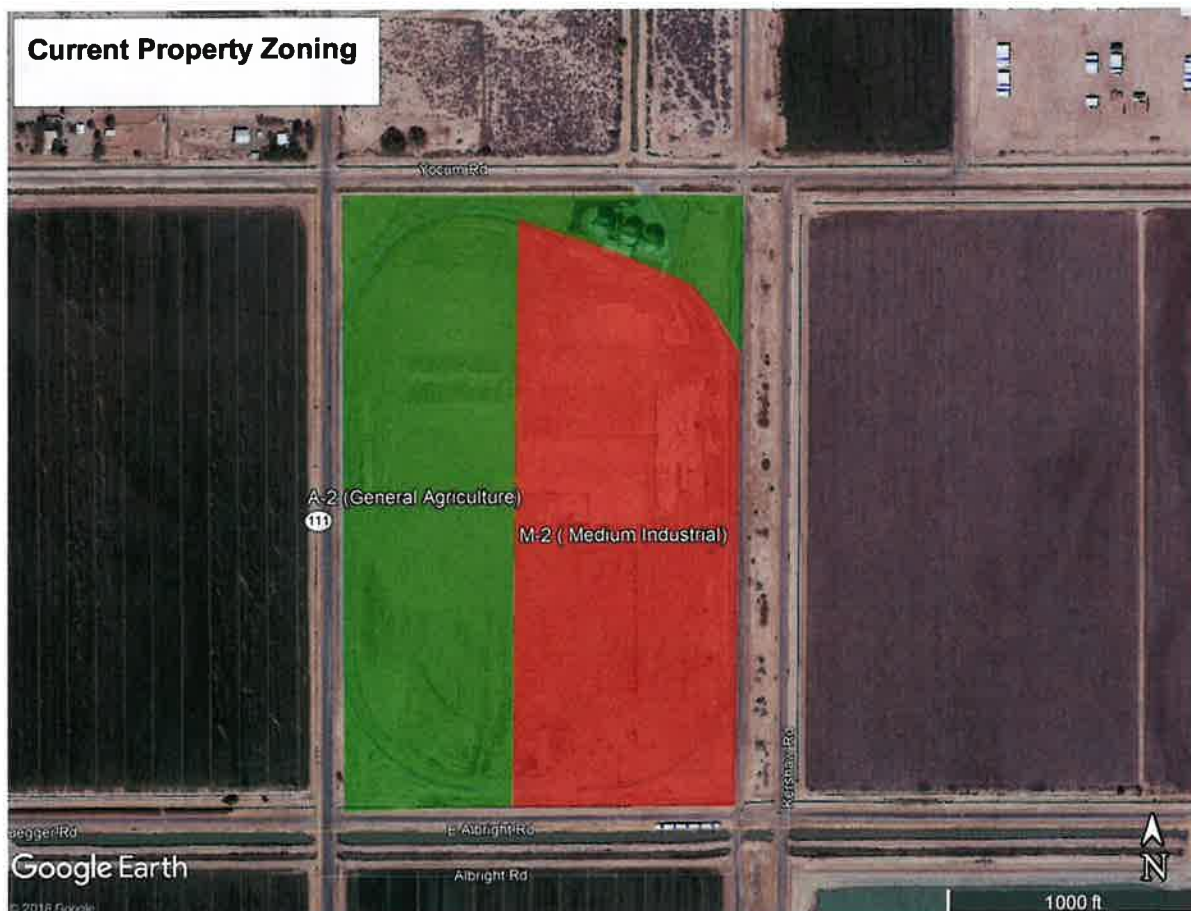


Exhibit "B"



Site Plan

EVALUATION OF ENVIRONMENTAL IMPACTS:

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

-
- 4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).
 - 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
 - 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
 - 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
 - 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
 - 9) The explanation of each issue should identify:
 - a) The significance criteria or threshold, if any, used to evaluate each question; and
 - b) The mitigation measure identified, if any, to reduce the impact to less than significance

	Potentially Significant Impact (PSI)	Potentially Significant Unless Mitigation Incorporated (PSUMI)	Less Than Significant Impact (LTSI)	No Impact (NI)
I. AESTHETICS Would the project:				
a) Have a substantial adverse effect on a scenic vista or scenic highway? a) The project is not located near a designated scenic vista and the project area around Highway 111 scenic highway as per the Imperial County Circulation & Scenic Highways Element³ is not in a scenic designation area. No impact is projected.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway? b) There are no historic buildings near or around this project site. The project site is mostly clear open field with little to no vegetation. No impact is projected.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surrounding? c) The project site is not within a designated scenic route within Imperial County's Circulation/Scenic Highway Element. There will be lighting on-site for the office and shall include the installation of power poles and light standards within the operation and parking area that may have an aesthetic impact on those traveling on Highway 111 from these new light sources, however, the lighting shall be pointed downward to avoid glare onto the adjacent properties as well as to reduce nighttime glare. Project lighting is not considered to be a significant, adverse aesthetic impact. The construction and operation could temporarily alter the local view-shed with building materials placed on-site and trucks entering and leaving the site. With the implementation of landscaping and industrial development standards is expected to decrease visual impacts to less than significant.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? d) The project site is not within a designated scenic route within Imperial County's Circulation/Scenic Highway Element. Lighting on-site for the office and shall include the installation of power poles and light standards within the operation and parking area that may have an aesthetic impact on those traveling on Highway 111 from these new light sources, but the lighting shall be pointed downward to avoid glare onto the adjacent properties as well as to reduce nighttime glare. Project lighting is not considered to be a significant, adverse aesthetic impact. The construction and operation could temporarily alter the local view-shed with building materials placed on-site and trucks entering and leaving the site. With the implementation of landscaping and industrial development standards required it is expected to decrease visual impacts to less than significant	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

II. AGRICULTURE AND FOREST RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. –Would the project:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?
a) The project area has not been farmed in over 10+ years and the current land use includes a rail spur surrounding a majority of the project site. This potential use for an industrial purpose and the de minimus amount of agriculture land being converted is not expected to be significant and would be anticipated due to the availability of the existing railroad spur on-site and the Union Pacific Railroad adjacent to the project site; thus | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

	Potentially Significant Impact (PSI)	Potentially Significant Unless Mitigation Incorporated (PSUMI)	Less Than Significant Impact (LTSI)	No Impact (NI)
less than significant impacts are projected.				
b) Conflict with existing zoning for agricultural use, or a Williamson Act Contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) The current grain trucking and storage operation on the same parcel would appear to not be impacted by the proposed storage yard. The grain operation is along Yocum road and has its own separate entrance to parcel. The proposed project does not conflict with existing zoning for agricultural use and is not under a Williamson Act contract, according to the Williamson Act map created in 2012 by ICPDS for the Imperial County Board of Supervisors Order #10a; therefore, no impacts are expected.				
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) The project site is mostly surrounded by open and flat lands used for agricultural purposes, and would not cause for any forest land to be converted into non-forest use. No impacts are expected to occur.				
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) There is no forest land in the area of the project location and no conversion to non-forest use would occur as a consequence of the approval of the proposed project; therefore, no impacts would occur.				
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) The eastern portion of this property is currently Medium Industrial and the entire parcel is surrounded by a rail spur which would discourage any type of farming operation and limit any type of irrigation needed for farming. With the nearby railroad boarding property on the east side and Highway 111 on the westerly side of proposed property would be limited to any type of Agricultural use; thus, less than significant impacts are projected.				

III. AIR QUALITY

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to the following determinations. Would the Project:

- a) Conflict with or obstruct implementation of the applicable air quality plan? ☐ ☒ ☐ ☐
- a) An Air Quality Study was prepared by Ultra-Systems dated November 2018 to identify the potential significant air quality effects on the environmental that could result from the short term (i.e. construction activities) and long term (i.e. implementation and operation) impacts of the project.**

The proposed project is proposing to construct two paved driveways and up to three paved container storage pads to the site. The driveways will have two compositions, in the County right-of-way, will be comprised of four inches of Caltrans Type B asphalt concrete over 12 inches of Class 2 aggregate base, and a minimum of 100 feet inside the property line, the driveway will consist of four inches of Caltrans Type B asphalt concrete over 14 inches of Class 2 aggregate base. Alternate option would include a bridge on the north side of property via Yocum Road. Additionally, a second spur is being proposed on the project site which will enable loading ag commodities In addition to complying with the ICAPCD's standard mitigation measures for construction, and with applicable District rules, the proponent shall implement mitigation measure.

Construction phase Mitigation to include:

- **MM AQ-1 The operator shall limit vehicle speed to less than 15 miles per hour on any and all unpaved surfaces on the project site.**

Potentially Significant Impact (PSI)	Potentially Significant Unless Mitigation Incorporated (PSUMI)	Less Than Significant Impact (LTSI)	No Impact (NI)
---	--	--	-------------------

Operational Phase Mitigation to include:

- **MM AQ-2 the proponent shall pay an in-lieu mitigation fee to be determined and administered by the ICAPCD. ¹ In accordance with the ICAPCD CEQA Air Quality Handbook, the long-term operational impacts would be less than significant upon implementation of mitigation measure**
- b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation? ☐ ☐ ☒ ☐
- b) The USEPA issued a final ruling determining that the Imperial County "moderate" 8 hour ozone non-attainment area attained the 1997 8 hour NAAQS for ozone. This determination effectively suspended the requirement for the state to submit an attainment demonstration, an RFP plan, contingency measures and other planning requirements for so long as Imperial County remain as a "moderate" non-attainment area of the 1997 8-hour ozone NAAQS; thus, less than significant impacts are projected.**
- c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? ☐ ☐ ☒ ☐
- c) Grading activities during construction phase and truck traffic during operational phase would appear to impact cumulatively, emissions and other pollutant. Major stationary sources are required to implement Best Available Control Technology (BACT) to control PM10 emission (Rule 207) and they are required to comply with the 20% opacity (Rule 403). In addition stationary sources will be required to mitigate fugitive dust emissions from access roads, construction activities, handling and transferring of bulk materials, and track-out/carry out according to the requirements of Regulation VIII; thus, less than significant impacts are projected.**
- d) Expose sensitive receptors to substantial pollutants concentrations? ☐ ☐ ☒ ☐
- d) Sensitive receptors near the corner of Yocum and State Hwy 111 may be impacted by truck traffic to and from locations on Yocum Road and Highway 111, however, the developer will be subject to Rule 800 & 801 (Construction and Earthmoving Activities, 802 (Bulk Material), 803 (Carry out and Tract out) 804 (open areas) and 805 (Paved and Unpaved Roads) are intended to reduce the amount of PM10 entrained in the ambient air as a result of emission generated by fugitive dust sources by requiring actions to prevent reduce or mitigate emission; thus, less than significant impacts are projected.**
- e) Create objectionable odors affecting a substantial number of people? ☐ ☐ ☒ ☐
- e) The proposed General Plan Amendment and Zone Change for the construction of a loading/distribution facility is not expected to create objectionable odor affecting a substantial number of people; thus, less than significant impacts are projected.**

IV. BIOLOGICAL RESOURCES Would the project:

- a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? ☐ ☒ ☐ ☐
- a) On 17 July, 2018 a biological habitat assessment was conducted by Maria Barrett and Jacob Calanno biologists, on the Project site. A 500 foot buffer area was also surveyed. Surveys were conducted to determine the presence/ absence of nesting birds and of Western Burrowing Owl. No vegetation was found that would be considered endangered, threatened or species of concern. No vegetation onsite. No fauna was found that would**

¹ #4Ultra-Systems Air Quality Study dated November 13, 2018
Barrett Biological surveys dates July 2018

	Potentially Significant Impact (PSI)	Potentially Significant Unless Mitigation Incorporated (PSUMI)	Less Than Significant Impact (LTSI)	No Impact (NI)
--	---	--	--	-------------------

be considered endangered or threatened. Three burrowing owls, CDFW species of concern, one occupied burrow, and one active burrow were found offsite on Imperial Irrigation District Right of Way Nectarine Lateral. Following mitigations will reduce impacts to less than significant:

- **MM BIO-1** BUOW shelter in place using hay bales and remove shelter when project is complete under supervision of qualified biologist.
 - **MM BIO-2** Worker BOUW training sessions
 - **MM BIO-3** Monitoring when construction is within 250 feet (February – August); 160 feet (September – January) if determined necessary by qualified biologist.
 - **MM BIO-4** If construction started during Migratory Bird Nesting season (February – August) a nesting bird survey should be completed 3 days prior to start of construction.
- b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? ☐ ☐ ☐ ☒
- b) The project site is surrounded by flat agricultural fields, railroad, and state highway and is not located within or near any riparian habitat or sensitive natural community; therefore, no impacts are expected to occur.**
- c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? ☐ ☐ ☒ ☐
- c) The proposed project site is mostly surrounded by agricultural flat lands, and is far from wetlands. Water may be used for its operations (i.e. dust suppression), but the amount of water to be used is not expected to be substantial and would be subject to APCD's rules and regulations; thus, less than significant impacts are projected.**
- d) Interfere substantially with the movement of any resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? ☐ ☐ ☒ ☐
- d) The proposed project is not expected to impact the movement of resident or migratory fish or wildlife species, since the project site is not located near a body of water nor near a wildlife corridor. As previously mentioned, the project site is within the burrowing owl distribution; thus, less than significant impacts are projected.**
- e) Conflict with any local policies or ordinance protecting biological resource, such as a tree preservation policy or ordinance? ☐ ☐ ☒ ☐
- e) There are no policies protecting biological resources that apply to the scope of work of the proposed project; therefore, less than significant impacts are expected.**
- f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? ☐ ☐ ☐ ☒
- f) There are no Conservation Plans within the project area; therefore, no impacts are expected.**

V. CULTURAL RESOURCES *Would the project:*

- a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5? ☐ ☒ ☐ ☐

The following mitigation measure would reduce possible historical resource impacts to less than significant:

- **MM CUL-1** the Imperial County Planning Department shall be notified immediately if any cultural resources (e.g., prehistoric or historic artifacts) or paleontological resources (e.g., fossils) are uncovered during construction. All construction must stop in vicinity of the find and an archaeologist

Potentially Significant Impact (PSI)	Potentially Significant Unless Mitigation Incorporated (PSUMI)	Less Than Significant Impact (LTSI)	No Impact (NI)
---	--	--	-------------------

that meets the Secretary of the Interior's Professional Qualifications Standards in prehistoric or historical archaeology shall be retained to evaluate the finds and recommend appropriate action

- b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? ☐ ☒ ☐ ☐

The following mitigations would reduce possible significant impacts to less than significant:

- MM CUL-2 The Imperial County Planning Department shall be notified immediately if any cultural resources (e.g., prehistoric or historic artifacts) or paleontological resources (e.g., fossils) are uncovered during construction. All construction must stop in vicinity of the find and an archaeologist that meets the Secretary of the Interior's Professional Qualifications Standards in prehistoric or historical archaeology shall be retained to evaluate the finds and recommend appropriate action.

- c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? ☐ ☒ ☐ ☐

The following mitigations would reduce possible significant impacts to less than significant:

- MM CUL-3 If any paleontological resources (fossils) are discovered during ground disturbing project activity, all work in the immediate vicinity must stop and the Imperial County Planning Department shall be immediately notified. A qualified paleontologist shall be retained to evaluate the finds and recommend appropriate mitigation measures for the inadvertently discovered paleontological resources.
- MM CUL-4 If avoidance is not feasible, a qualified professional archaeologist shall be on site during any excavations in excess of 4 feet who shall have the authority to stop construction if necessary and determine the appropriate protective measures if any. If subsurface deposits are found, an area equal to 200 feet around the area shall be halted from construction until appropriate removal or alternative solution of collective of artifacts is concluded. In the event that human remains are found, construction activities within 200 feet radius shall cease, the Imperial County Coroner notified and work not resume until the recommendations of an MLD (Most Likely Descendant) are implemented.

- d) Disturb any human remains, including those interred outside of dedicated cemeteries? ☐ ☐ ☒ ☐

d) There are no cemeteries within the vicinity of the project site. Compliance with the California Health and Safety Code §7050.5, CEQA §15064.5, and California Public Resources Code §5097.98 would bring any potential project impacts to less than significant levels.

VI. **GEOLOGY AND SOILS** *Would the project:*

- a) Expose people or structures to potential substantial adverse effects, including risk of loss, injury, or death involving: ☐ ☐ ☒ ☐

a) The project site lies at an elevation of approximately 175 feet below sea level in the Imperial Valley region. The site is located in the Imperial Valley portion of the Salton Trough. The Salton Trough represents the northward extension of the Gulf of California; therefore, less than significant impacts are expected.

- 1) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42? ☐ ☐ ☒ ☐

1) The project site is located in the seismically active Imperial Valley of southern California and is considered likely to be subjected to moderate to strong ground motion from earthquake in the region.

The proposed site structures should be designed in accordance with the California Building Code (CBC) for near source factors derived from a "design basis earthquake" (DBE). This site identifies the predominant native subgrade soils to be clays that yield an R-Value strength of 5 when tested in accordance with test

method CAL 301. Based on the Container Reach Lift/Stacker service loads an estimated R-value of 5 for the subgrade soil and assumed traffic index of 11.0. The report suggested Portland Cement Concrete (PCC) pavement structural section for the Hay Loading Pad. Twelve (12) inches of moisture conditioned (minimum 4% above optimum) native clay soil compacted to a minimum of 90% of the maximum dry density determined by ASTM D 1557 shall support the pavement structural section. Unpaved Structural Section Maintenance Required: Requirement The container storage and loading areas may consist of 18 inches of aggregate base. The bottom 12 inches may consist of crushed concrete aggregate base and the top 6 inches should consist of crushed natural rock aggregate base. Please refer to the Landmark letter dated August 3, 2018 regarding Rail Loop Loading Pad Structural Section SEC of State Hwy 111 and Yocum Road LCI Report No. LE18146 for additional recommendations; therefore, less than significant impacts are expected.

- 2) Strong Seismic ground shaking? ☐ ☐ ☒ ☐
- 2) Strong ground shaking during earthquakes along the Brawley Seismic Zone and the Imperial, Brawley, and Superstition Hill Faults. Guide lines shown on previous a)1. Recommendation outlined in Landmark letter dated August 3, 2018 regarding Rail Loop Loading Pad Structural Section SEC of State Hwy 111 and Yocum Road LCI Report No. LE18146 for impacts recommendations will keep impacts at a less than significant level. Developer will follow all recommendations in report.
- 3) Seismic-related ground failure, including liquefaction and seiche/tsunami? ☐ ☐ ☒ ☐
- 3) According to the Department of Conservation Regulatory Maps, the project site is not within the designated Tsunami areas; therefore, less than significant impacts are expected based on the Geotechnical Report dated July 2006 from Landmark Consultants, Inc. on page 13 of report "based on research from Ishihara (1985) and Youd and Garris (1995) ground rupture or sand boil formation is unlikely because of the thickness of the overlaying un-liquefiable soil.
- 4) Landslides? ☐ ☐ ☒ ☐
- 4) Also using the Department of Conservation Regulatory Maps, it was found that the site is not located within a landslide hazard zone; therefore, less than significant impacts are expected based on the Geotechnical Report dated July 2006 from Landmark Consultants, Inc. on page 13 of report "based on research from Ishihara (1985) and Youd and Garris (1995) ground rupture or sand boil formation is unlikely because of the thickness of the overlaying un-liquefiable soil. Less than significant impacts are expected.
- b) Result in substantial soil erosion or the loss of topsoil? ☐ ☐ ☒ ☐
- b) Land has not been farmed in a number of years and is surrounded by rail spur and highways and railroad tracks. Loss of any top soil is projected to be minimal. Less than significant impacts are expected.
- c) Be located on a geologic unit or soil that is unstable or that would become unstable as a result of the project, and potentially result in on- or off-site landslides, lateral spreading, subsidence, liquefaction or collapse? ☐ ☐ ☒ ☐
- c) It was found that the site is not located within a landslide hazard zone; therefore, no impacts are expected based on the Geotechnical Report dated July 2006 from Landmark Consultants, Inc. on page 13 of report "based on research from Ishihara (1985) and Youd and Garris (1995) ground rupture or sand boil formation is unlikely because of the thickness of the overlaying un-liquefiable soil. Less than significant impacts are expected.
- d) Be located on expansive soil, as defined in the latest Uniform Building Code, creating substantial risk to life or property? ☐ ☐ ☒ ☐
- d) It was found that the site is not located within a landslide hazard zone; therefore, less than significant impacts are expected based on the Geotechnical Report dated July 2006 from Landmark Consultants, Inc. on page 13 of report "based on research from Ishihara (1985) and Youd and Garris (1995) ground rupture or sand boil formation is unlikely because of the thickness of the overlaying un-liquefiable soil.
- e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water? ☐ ☐ ☒ ☐
- e) The applicant will follow all above ground and permitted septic systems requirements and will follow all

	Potentially Significant Impact (PSI)	Potentially Significant Unless Mitigation Incorporated (PSUMI)	Less Than Significant Impact (LTSI)	No Impact (NI)
Environmental Health Services permitting and compliance requirements. All impacts appear to be less than significant.				

VII. **GREENHOUSE GAS EMISSION** *Would the project:*

- a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? ☐ ☒ ☐ ☐
- a) According to the Ultra Systems report regarding comparisons of critical pollutant emissions from truck and train transport of agricultural products from All American Grain in Calipatria to Riverside County Line prepared, the project will cause emissions of GHG from mobile sources, Mitigation measure as shown is the Air Quality section will reduce impacts to a less than significant level.**
- b) Conflict with an applicable plan or policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? ☐ ☐ ☒ ☐
- b) There are no regional or local climate action plans, general or specific plan provisions to reduce GHG emissions in the study area, other than the regulations under AB 32, which has a target of reducing GHG emissions to 1990 levels by 2020². The California Air Resources Board (CARB)'s AB 32 Scoping Plan was updated but it does not include an applicable threshold for GHG emissions for a project with these characteristics and duration.. Compliance with APCD and all applicable County's requirements and mitigations measures listed in the Ultra Systems Air Quality report dated November 13, 2018 will bring the impacts to less than significant.**
- **See mitigations AQ-1 & AQ-2**

VIII. **HAZARDS AND HAZARDOUS MATERIALS** *Would the project:*

- a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? ☐ ☐ ☐ ☒
- a) The proposed project does not have the potential to create a significant hazard to the public or environment through the transportation, use or disposal of hazardous materials, since they are not part of the scope of work; therefore, no impacts are expected to occur.**
- b) Create a significant hazard to the public or the environment through reasonable foreseeable upset and accident conditions involving the release of hazardous materials into the environment? ☐ ☐ ☐ ☒
- b) As stated above, no hazardous materials are included in the proposed project; therefore, no impacts are expected.**
- c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? ☐ ☐ ☐ ☒
- c) No impacts are expected. No schools are nearby.**
- d) Be located on a site, which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? ☐ ☐ ☐ ☒
- d) Government Code Section 65962.5 requires the Department of Toxic Substances Control (DTSC) to compile and update a list of hazardous waste and substances sites from the DTSC EnviroStor Database. After using the EnviroStor Database³ for the project site, it was found that it was not included in the database; therefore, no**

³ EnviroStor Database <http://www.envirostor.dtsc.ca.gov/public/map/?myaddress=Sacramento&tour=True>

	Potentially Significant Impact (PSI)	Potentially Significant Unless Mitigation Incorporated (PSUMI)	Less Than Significant Impact (LTSI)	No Impact (NI)
impacts are expected to occur.				
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) According to Figure 1A of the 1996 Imperial County Airport Land Use Compatibility Plan (ALUC Plan), the project is not located within two miles of an airport, nor is it located within an airport land use plan. The nearest airport is the Calipatria Airport, and project area is located outside the Airport Compatibility Plan Area. No impacts are expected to occur.				
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) In addition to the statement above, the proposed project is not within any known private airstrip; therefore, no impacts are expected to occur.				
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) An Emergency Response Plan shall be prepared in coordination with local fire agencies and the County of Imperial. The Emergency Response Plan shall be updated annually in coordination with the Imperial County Fire Department and the Imperial County Office of Emergency Services. All impacts appear to be less than significant. The proposed project shall comply with all County requirements related to any applicable emergency plan to avoid impairing its implementation. The access points are from Yocum and Albright Roads. Access for emergencies will be provided by a proposed bridge or tunnel on either the Yocum or Albright Roads. Showing compliance with County requirements regarding design of emergency points or access to be used by employees would bring potential impacts to less than significant levels.				
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) The project site is located within a Local Responsibility Area (LRA) Moderate Zone and a LRA Un zoned area according to the Fire Hazard Severity Zone Map.⁴ Zones are classified based on a combination of how a fire will behave and the probability of flames and embers threatening buildings, as well of the likelihood of the area burning. Since no wildlands are surrounding the project vicinity, less than significant impacts are to be expected.				

IX. **HYDROLOGY AND WATER QUALITY** *Would the project:*

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Violate any water quality standards or waste discharge requirements? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| a) The proposed project includes water for dust mitigation purposes. The water would be obtained from the southeast end of the property, since there is a field gate. . The applicant and property owner are subject to compliance with all local, state and federal laws. Compliance with all laws regarding water would bring potential impacts to less than significant levels. The water and access will be thru IID and any permits required; therefore, less than significant impacts are expected. | | | | |
| b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

	Potentially Significant Impact (PSI)	Potentially Significant Unless Mitigation Incorporated (PSUMI)	Less Than Significant Impact (LTSI)	No Impact (NI)
have been granted)?				
b) Groundwater use is not a part of the scope of work of this project, and there are no known groundwater or domestic wells near the project site area. All water needs will be thru permitting with IID. No impacts are expected.				
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Please see Mitigation Measure MM-HYD-1 & MMHYD-2. According to the Imperial County Public Works requirements, a grading/drainage plan is required to assure drainage patterns are designed to avoid alterations of streams or to negatively affect the surrounding water sources. Compliance with all County Building (ICPDS) and Public Works (PW) Departments' requirements on the project would appear to cause for the impacts to be less than significant.				
d) Substantially alter the existing drainage patterns of the site or area, including through the of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The following mitigation will appear to reduce the impacts on drainage to less than significant				
<ul style="list-style-type: none"> MM HYD-1. The project applicant is required to prepare a Storm Water Pollution and Prevention Plan (SWPPP) to be administered through all phases of grading and project construction. The SWPPP must incorporate Best Management Practices (BMPs) meeting technical standards of the General Construction permit to ensure that potential water quality impacts (including on-site and off-site erosion) during construction phases are minimized and that violations of water quality standards do not occur. The SWPPP must address spill prevention and include a countermeasure plan describing measures to ensure proper collection and disposal of all pollutants handled or produced on the site during construction, including sanitary wastes, cement, and petroleum products. BMPs included in the SWPPP must be consistent with the California Storm-water Best Management Practices Handbook for Construction. The SWPPP must be submitted to the Region 7 Regional Water Quality Control Board and to the County for review prior to the issuance of grading permits. 				
e) Create or contribute runoff water, which would exceed the capacity of existing or planned storm-water drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mitigation Measure:				
The following mitigation will appear to reduce the impacts on drainage to less than significant				
<ul style="list-style-type: none"> MM HYD-2 The project applicant is required to prepare a Storm Water Pollution and Prevention Plan (SWPPP) governing industrial operations to be administered so long as industrial activities are ongoing. The Industrial SWPPP must incorporate Best Management Practices (BMPs) meeting the technical standards of the General Industrial Permit to ensure that potential water quality impacts during the operational phase are minimized and that violations of water quality standards do not occur. The Industrial SWPPP will include permanent post-construction BMPs meeting the County's requirements under its program implementing the Small MS4 Permit. These post-construction BMPs will be included in the Industrial SWPPP and must be consistent with the California Stormwater Best Management Practices Handbook for Commercial and Industrial operations. The BMPs will include the implementation of three [3] detention basins, collectively sized to retain a 100-year frequency storm event from the project site. These detention basins will meet design standards imposed by the County and the Imperial Irrigation District, including draining within 72 hours following a storm event and having outlet structures no larger than 12 inches in diameter and containing a backflow prevention device. The Industrial SWPPP must be submitted to the Region 7 Regional Water Quality Control prior to the issuance of certificates of occupancy. 				
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) The property owner shall show compliance with all local, state and federal laws to prevent degradation of any water supply during the life of project. Compliance with all laws against water quality degradation would bring				

	Potentially Significant Impact (PSI)	Potentially Significant Unless Mitigation Incorporated (PSUMI)	Less Than Significant Impact (LTSI)	No Impact (NI)
any potential impacts to less than significant levels.				
g) Place housing within a 100-year flood hazard area as mapped on a Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? g) No housing is being proposed for this project and the project site is not within a Flood Hazard Boundary; therefore, no impacts are expected.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect the flood flows? h) The project site is approximately 3 miles east of the nearest 100-year flood hazard area (Zone A) of the FEMA Flood Insurance Rate Map Panel 625 of 1175⁵, and is located on Zone C, which means it is an area of minimal flooding. Less than significant impacts are expected regarding redirection or impediment of flood flows.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam? i) In addition to the statement above, there are no dams or levees near the proposed site; therefore, the approval of the proposed project is not expected to cause impacts related to people or structures; therefore, no impacts are expected.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow? Based on the Geotechnical Report dated July 2006 from Landmark Consultants, Inc. on page 13 of report "based on research from Ishihara (1985) and Youd and Garris (1995) ground rupture or sand boil formation is unlikely because of the thickness of the overlying un-liquefiable soil. Less than significant impacts are expected.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

X. **LAND USE AND PLANNING** *Would the project:*

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Physically divide an established community?
a) The project would not physically divide any established community since it is approximately 3 miles south of an established community in Calipatria. The property is surrounded by agriculture operations to the south and east of property. Therefore, no impacts can be expected. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (include, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?
b) The proposed project does not conflict with any applicable land use plan, policy or regulation adopted for the purpose of avoiding or mitigating an environmental effect. The proposed General Plan Amendment, Zone Change is consistent with the intent of the Imperial County General Plan's Land Use Element and its goals and objectives. If the proposed Zone Change is approved, the applicant would need to submit a building permit application per the County Land Use Ordinance Title 9 Division 5, Chapter 9 Section 90516.01 list of permitted uses; therefore, less than significant impacts are expected. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Conflict with any applicable habitat conservation plan or natural community conservation plan?
c) The project would not conflict with any habitat conservation plan or natural community conservation plan since there are none that apply to the area; for that reason, no impacts are expected to occur. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

XI. **MINERAL RESOURCES** *Would the project:*

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Result in the loss of availability of a known mineral resource | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

⁵ Federal Emergency Management Area (FEMA) <http://www.icpds.com/CMS>

	Potentially Significant Impact (PSI)	Potentially Significant Unless Mitigation Incorporated (PSUMI)	Less Than Significant Impact (LTSI)	No Impact (NI)
--	---	--	--	-------------------

that would be of value to the region and the residents of the state?

a) The project site area is not located in or near any existing mineral resource areas as shown on the Imperial County Conservation and Open Space Element, Figure 8 "Existing Mineral Resources"⁶; therefore, no impacts are expected.

- b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? ☐ ☐ ☐ ☒

b) As previously stated, the proposed project would not result in the loss of locally-important mineral resources as identified in the Imperial County General Plan Conservation and Open Space Element, Figure 8 "Existing Mineral Resources". No impacts are expected to occur.

XII. **NOISE** Would the project result in:

- a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? ☐ ☐ ☒ ☐

a) The project site is within a "noise impact zone," as defined by the Imperial County General Plan Noise Element, because it meets all the following criteria:

- Within 1,100 feet of a state highway
- Within 750 feet of the centerline of any railroad; and
- Within 1,320 feet of existing farmland which is in an agricultural zone.

The applicant owner per the Noise Study dated September 2018 has indicated that the project site will include the following improvements:

- Two paved driveways
- Three paved container storage pads
- County road right of way will be comprised of four inches of Caltrans Type B asphalt concrete over 12 inches of Class 2 aggregate base.
- For a 100 feet inside property line, driveways will consist of four inches of Caltrans Type B asphalt concrete over 14 inches of Class 2 aggregate base.
- Container yard pavement will consist of six inches of Caltrans Class 2 aggregate base over 12 inches of crushed recycled concrete, over mesh, and over 12 inches of compacted native soil.

Noise modeling done with Ultra-Systems report dated September 2018 indicated construction phase with no significant impacts. Operational phase shows no significant impacts with no mitigation needed. Improvements made per the noise study and project description would appear to reduce impacts to a less than significant level.

- b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? ☐ ☐ ☒ ☐

b) The closest sensitive receivers in the project vicinity are residence to the northwest of project site. The distance between the nearest residence and the project site boundary is 271 feet. Noise Report done by Ultra-Systems showed less significant impacts from ground vibration.

- c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? ☐ ☐ ☒ ☐

c) The noise study done by UltraSystems dated September 2018 indicates less than significant ambient noise impacts. The closest sensitive receivers in the project vicinity are residence to the northwest of project site. The distance between the nearest residence and the project site boundary is 271 feet. Noise Report done by Ultra-Systems showed less significant impacts from ground vibration.

- d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the ☐ ☐ ☒ ☐

	Potentially Significant Impact (PSI)	Potentially Significant Unless Mitigation Incorporated (PSUMI)	Less Than Significant Impact (LTSI)	No Impact (NI)
--	---	--	--	-------------------

project?

d) As previously stated in the noise study and the compliance with the Imperial County General Plan, Land Use Ordinance, Noise Element and standard construction practices, would ensure that the temporary noise levels associated with site preparation and trucks remain less than significant.

- e) For a project located within an airport land use plan or where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?
- | | | | |
|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|-------------------------------------|

e) The project site is not located within 2 miles of an airport; therefore, no impacts are expected.

- f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?
- | | | | |
|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|-------------------------------------|

f) No known private airstrip is located near the vicinity of the project; therefore, no impact is expected.

XIII. **POPULATION AND HOUSING** *Would the project:*

- a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and business) or indirectly (for example, through extension of roads or other infrastructure)?
- | | | | |
|--------------------------|--------------------------|-------------------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--------------------------|--------------------------|-------------------------------------|--------------------------|

a) The proposed project is consistent with the Imperial County's General Plan. It is anticipated that the majority of new workers will be from the proximate local population centers of Calipatria, Brawley and El Centro. Less than significant impacts are expected since no substantial no population growth is expected to occur.

- b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?
- | | | | |
|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|-------------------------------------|

b) Since no housing is being proposed as part of the project; no impacts are expected to occur.

- c) Displace substantial numbers of people necessitating the construction of replacement housing elsewhere?
- | | | | |
|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|-------------------------------------|

c) The proposed project does not involve any housing and is not expected to displace substantial number of people; therefore, no impacts are expected.

XIV. **PUBLIC SERVICES**

- a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services?
- | | | | |
|--------------------------|--------------------------|-------------------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--------------------------|--------------------------|-------------------------------------|--------------------------|

A) The project would not cause for the need of any provisions or cause for alterations involving governmental facilities. It would not substantially affect any type of public service, except an increase in traffic during the site preparation phase, and during operations, if this General Plan & Zone Change and building permit were to be approved. Less than significant impacts are to be expected.

- 1) Fire Protection?
- | | | | |
|--------------------------|--------------------------|-------------------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--------------------------|--------------------------|-------------------------------------|--------------------------|

The applicant and operator of the proposed container yard will be in compliance with Fire Protection and have a fire suppression system on site. The applicant is proposing a bridge or tunnel for 24 hour access across the existing rail spur on property continual compliance with the Fire Department's rules and

regulations would bring the proposed project's impacts to less than significant levels with Mitigations.

- An Emergency Response Plan shall be prepared in coordination with local fire agencies and the County of Imperial. The Emergency Response Plan shall be updated annually in coordination with the Imperial County Fire Department and the Imperial County Office of Emergency Services would appear to bring impacts to a less than significant level.
- A Hazardous Materials Business Plan shall be prepared in accordance with Title 19, Division 2, Chapter 4, and Article 4 of California Code of Regulations. The Hazardous Material Inventory shall be updated annually to the Imperial County Fire Department and the Imperial County Office of Emergency Services.
Letter from Fire Department addressing requirements needed during operation phase will include an approved pressurized water supply capable of meeting required fire flows to be installed and maintained in accordance with California Fire Code.

2) Police Protection? ☐ ☐ ☐ ☒

a2) The property will be fenced and access will be monitored to and from site, no impact are expected to occur.

3) Schools? ☐ ☐ ☐ ☒

a3) The project site and proposed Industrial uses would not increase housing and allow for residential uses; therefore, no impacts are expected.

4) Parks? ☐ ☐ ☐ ☒

a4) The proposed project is not within a park or would cause for the need to alter one; therefore, no impacts are expected.

5) Other Public Facilities? ☐ ☐ ☐ ☒

a5) No other public facilities would appear to be affected by the proposed project; therefore, no impacts are expected.

XV. RECREATION

a) Would the project increase the use of the existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? ☐ ☐ ☐ ☒

a) Since the proposed site is not within any residential areas, parks or recreational facilities, no impacts are expected.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse effect on the environment? ☐ ☐ ☐ ☒

b) No recreational facilities are being included in the scope of work or would cause for the need to construct or expand existing recreational facilities; therefore, no impacts are expected.

XVI. TRANSPORTATION / TRAFFIC Would the project:

a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit? ☐ ☐ ☒ ☐

The following improvements and requirements per Public Works comment letter dated January 24, 2019 appear to reduce impacts to a less than significant level.

- Yocum Road is classified as 4-Lane Major Collector requiring eighty four feet (84) of right of way, being forty two (42) feet from existing centerline. Forty feet (40') of right of way has been provided per Grant Deed Doc # Book 2249 pg. 1381, 2003. As directed by Imperial County Board of Supervisors per Minute Order #6 dated 11/22/1994 per the Imperial County Circulation Element Plan of the General Plan).
- Albright Road is classified as 2-Lane Minor Collector requiring seventy feet (70) of right of way, being thirty five (35) feet from existing centerline. Seventeen feet and Six inches (17'-6") of right of way has been provided per Grant Deed Doc # Book 2249 pg. 1378, 2003. Sufficient right of way must be provided to meet this road classification. As directed by Imperial County Board of Supervisors per Minute Order #6 dated 11/22/1994 per the Imperial County Circulation Element Plan of the General Plan).
- The applicant shall furnish a Drainage and Grading Plan/Study to provide for property grading and drainage control, which shall also include prevention of sedimentation of damage to off-site properties. The Plan/Study shall be prepared per the Engineering Design Guidelines Manual for the Preparation and checking of Street Improvement, Drainage, and Grading Plans within Imperial County and submitted to the Department of Public Works for review and approval. The applicant shall implement the approved plan. Employment of the appropriate Best Management Practices (BMPs) shall be included on the plan.
- The applicant for encroachment permits, grading plans, and/or improvement plans is responsible for researching, protecting and preserving survey monuments per the Professional Land Surveyor's Act (8771 (b)). This shall include a copy of the referenced survey map and tie card(s) (if applicable) for all monuments that may be impacted by the project whether it be on-site or off-site.
- At time of development, if required, by Section 8762(b) of the Professional Land Surveyors Act, a record of survey shall be filed with the County Recorder of Imperial County.
- Street improvements shall be required in conjunction with, but not limited to, any construction, grading, or related work, including the construction of structures, buildings, or major additions thereto, on property located adjacent to any county street or on property utilizing any county street for ingress and egress, except that such improvements may be deferred as described in [Section 12.10.040](#) of this chapter for residential property (Per Imperial County Code of Ordinances, Chapter 12.10.020). The street improvements required shall be a commercial type driveway per Imperial County Standards and a secondary emergency access driveway as approved by this Department. The secondary emergency access driveway shall be constructed of asphalt concrete or as approved by this Department.
- No building permit for any structure or building or major addition to a building or structure shall be issued until the improvements required by [Section 12.10.010](#) of this chapter have been installed and/or bonded. In addition, no building permit shall be issued until there has been compliance with [Chapter 12.12](#) of this title and the requirement that an encroachment permit be obtained (Per Imperial County Code of Ordinances, Chapter 12.10.030).
- Any activity and/or work within Imperial County right-of-way shall be completed under an encroachment permit issued by this Department (Per Imperial County Code of Ordinances, Chapter 12.12). Any activity and/or work may include, but not be limited to, the installation of temporary traffic control devices, construction of access driveways, etc.
- The applicant/owner of facility shall fund needed future construction and improvements for said turn lanes installations for right and/or left turn lanes into the facility.

- b) Conflict with an applicable congestion management program, including but not limited to level of service standard and travel demand measures, or other standards established by the county congestions/management agency for designated roads or highways?

The following improvements and requirements as shown in the Public Works letter dated January 24, 2019 will reduce possible impacts due to congestion and level of service standards to a less than significant level

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

- Figure 7-1 of the transportation impact analysis indicates that 15% of the truck traffic will be using Yocum Road east of Kershaw Road (Brown Avenue). This section of Yocum Road is unpaved.- Unpaved

Haul/Access Roads Requirements of Rule 805 of the Imperial County Air Pollution Control District limits any traffic on unpaved roads to generate visible dust emissions (VDE) to less than 20% opacity. If the applicant is unable to maintain the opacity level as required by Rule 805, the applicant shall mitigate the generation of dust due to project traffic along Yocum Road between Kershaw Road (Brown Avenue) and Blair Road and along Blair Road between Yocum Road and State Route 115 by one of the methods below:

- **Asphalt Concrete Road Improvements:** The road section shall be improved by installing two (2) 12-foot travel lanes consisting of 4 inches of asphalt concrete over 18 inches of Class 2 Base, including Class 2 base shoulder backing, as approved by the Director of Public Works. Any activities related to these road improvements shall be completed under an encroachment permit from this Department.
- **Road Surface Chemical Stabilization:** The road surface shall be stabilized by applying chemical stabilization products as recommended by the product manufacturer to accommodate for two (2) 12-foot travel lanes and as approved by the Director of Public Works. Any activities related to this road stabilization shall be completed under an encroachment permit from this Department.
- **Aggregate Base Road Improvements:** The road section shall be improved by installing two (2) 12-foot travel lanes consisting of a minimum of 3" of Class 2 Base material, as recommended by a California Geotechnical Engineer, and as approved by the Director of Public Works. Any activities related to these road improvements shall be completed under an encroachment permit from this Department.
- **Road Dust Mitigation Plan:** The applicant shall prepare a Road Dust Mitigation Plan and submit it to this Department for review and approval. Any activities related to the implementation of the road dust mitigation plan shall be completed under an encroachment permit from this Department.
- **Traffic Restriction:** Any existing and/or proposed project traffic, truck or passenger vehicles, associated with the project site shall be restricted from using the road section. The transportation impact analysis shall be revised to indicate the revised traffic distribution and resubmitted to this Department for review and approval prior to the Zone Change Approval.
- **All solid and hazardous waste shall be disposed of in approved solid waste disposal sites in accordance with existing County, State and Federal regulations (Per Imperial County Code of Ordinances, Chapter 8.72).**
- **All on-site traffic area shall be hard surfaced to provide all weather access for fire protection vehicles. The surfacing shall meet the Department of Public Works and Fire/OES Standards as well as those of the Air Pollution Control District (APCD) (Per Imperial County Code of ordinances, Chapter 12.10.020 A).**
- **The project shall submit a National Pollutant Discharge Elimination System (NPDES) permit and Notice of Intent (NOI) from the Regional Water Quality Control Board (RWQCB) prior county approval of onsite grading plan (40 CFR 122.28).**
- **A Transportation Permit shall be submitted to the local road agency(s) having jurisdiction over the haul route(s) for any hauls of heavy equipment and large vehicles which impose greater then legal loads on riding surfaces, including bridges. (Per Imperial County Code of Ordinances, Chapter 10.12.020).**

- c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

☐
☐
☐
☒

c) The proposed project would not affect air traffic patterns; therefore, no impacts are expected to occur.

	Potentially Significant Impact (PSI)	Potentially Significant Unless Mitigation Incorporated (PSUMI)	Less Than Significant Impact (LTSI)	No Impact (NI)
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

d) The following improvements and requirements will reduce any impacts to a less than significant level.

Impacts to hazards design features appear to be reduced to less than significant levels with the following mitigations:

- **As a part of the project's compliance with the mandatory regulation, the existing railroad crossing shall be re-evaluated to conform to the traffic control devices, systems, and practices described in the Manual on Uniform Traffic Control Devices (MUTCD), Federal, State, and local laws and regulations. The applicant shall also consult with Commission's Rail Crossings Engineering Section and Union Pacific Railroad (UPRR) and comply with the mandatory requirements established from the consultations for the inclusion of the trains required for the proposed project.**
- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| e) Result in inadequate emergency access? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
- e) The applicant/owner of facility is proposing a access points on Yocum Road and access points on Albright road. A 24 hour access point will be built across and over the rail spur to insure emergency access at all times. The Fire Department will review the three sites and owner shall build in all requirements needed for Fire Department and OES approval. Improvements to interiors roads inside the spurs for access into facility would appear to reduce impacts to a less than significant level.**
- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| f) Conflicts with adopted policies, plans, programs, regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
- f) Conformance with applicable agencies such as Imperial County Public Works and Caltrans would prevent any conflict with adopted policies, plans or programs regarding public transit. Compliance with the above agencies' requirements regarding traffic and transportation would appear to cause a less than significant impact**

XVII. TRIBAL CULTURAL RESOURCES

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place or object with cultural value to a California Native American tribe, and that is: | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
- a) The project site is not within the vicinity of any area that has been geographically defined as sacred or object of value to California Native American Tribe, according to the Imperial County General Plan Conservation and Open Space Element, Figure 6 "Known Areas of Native American Cultural Sensitivity".**

Efforts of consultation with tribes and with Native American Heritage Commission were performed. An AB 52 & SB 18 consultation letters were mailed out to tribes. A letter received and dated January 8, 2019 from the Colorado River Indian Tribes indicated they had no specific comments on project. A letter from Augustine Band of Cahuilla Indians dated December 27, 2018 encouraging the County to contract with a monitor who is qualified in Native American culture resource identification and who is able to be present onsite full time during per construction and construction phase of the project. A Sacred Lands Search was requested and came back with negative results; Compliance with the above requirements would appear to reduce impacts to less than significant.

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 1) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as define in Public Resources Code Section 5020.1(k), or | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
- 1) The proposed site does not appear to be eligible under Public Resources Code Section 21074 or 5020.1 (k). The Native American Heritage Commission was contacted regarding this project. Communication was sent out to tribes. The comments received during construction would appear to reduce impacts to a less**

	Potentially Significant Impact (PSI)	Potentially Significant Unless Mitigation Incorporated (PSUMI)	Less Than Significant Impact (LTSI)	No Impact (NI)
--	---	--	--	-------------------

than significant level.

- 2) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth is subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe.

☐ ☐ ☒ ☐

2) The proposed site does not appear to be eligible under Public Resources Code Section 21074 or 5020.1 (k). The Native American Heritage Commission was contacted regarding this project. Communication was sent out to tribes. The comments received during construction would appear to reduce impacts to a less than significant level.

XVIII. UTILITIES AND SERVICE SYSTEMS *Would the project:*

- a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board ☐ ☐ ☒ ☐
a) The applicant shall provide a Grading/Drainage letter to Public Works Department and shall comply with all applicable agencies to ensure that wastewater and storm water are properly handled to avoid a negative environmental effect. Compliance with all applicable agencies would bring the project's impacts to less than significant levels
- b) Require or result in the construction of new water or water treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? ☐ ☐ ☐ ☒
b) No new or expansion of water treatment facilities are required for this project since there will be potable water supplied for office and drinking purposes. No impact is expected.
- c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? ☐ ☒ ☐ ☐
c) Please see MM HYD -1 and MM HYD-2 for mitigations to reduce impacts on storm water drainage facilities. .
- d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? ☐ ☐ ☒ ☐
d) Water will be supplied with Colorado water via IID for water supplies and impacts appear to be less than significant. Compliance will all agencies will bring impacts to less than significant levels.
- e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? ☐ ☐ ☒ ☐
An approved septic system will be designed for wastewater for facility. Compliance will all agencies will bring impacts to less than significant levels.
- f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? ☐ ☐ ☒ ☐
f) The proposed General Plan & Zone Change would not produce a significant amount of solid waste, Compliance will all agencies will bring impacts to less than significant levels.
- g) Comply with federal, state, and local statutes and regulations ☐ ☐ ☒ ☐

Potentially Significant Impact (PSI)	Potentially Significant Unless Mitigation Incorporated (PSUMI)	Less Than Significant Impact (LTSI)	No Impact (NI)
---	--	--	-------------------

related to solid waste?

g) The proposed project shall comply with all federal, state and local statutes and regulations. Compliance with said codes shall cause for impacts to be less than significant.

Note: Authority cited: Sections 21083 and 21083.05, Public Resources Code. Reference: Section 65088.4, Gov. Code; Sections 21080(c), 21080.1, 21080.3, 21083, 21083.05, 21083.3, 21093, 21094, 21095, and 21151, Public Resources Code; Sundstrom v. County of Mendocino, (1988) 202 Cal.App.3d 296; Leonoff v. Monterey Board of Supervisors, (1990) 222 Cal.App.3d 1337; Eureka Citizens for Responsible Govt. v. City of Eureka (2007) 147 Cal.App.4th 357; Protect the Historic Amador Waterways v. Amador Water Agency (2004) 116 Cal.App.4th at 1109; San Franciscans Upholding the Downtown Plan v. City and County of San Francisco (2002) 102 Cal.App.4th 656.

Revised 2009- CEQA
Revised 2011- ICPDS
Revised 2016 – ICPDS
Revised 2017 - ICPDS

SECTION 3

III. MANDATORY FINDINGS OF SIGNIFICANCE

The following are Mandatory Findings of Significance in accordance with Section 15065 of the CEQA Guidelines.

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|--------------------------|
| a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, eliminate tribal cultural resources or eliminate important examples of the major periods of California history or prehistory? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

IV. PERSONS AND ORGANIZATIONS CONSULTED

This section identifies those persons who prepared or contributed to preparation of this document. This section is prepared in accordance with Section 15129 of the CEQA Guidelines.

A. COUNTY OF IMPERIAL

- Jim Minnick, Director of Planning & Development Services
- Michael Abraham, AICP, Assistant Director of Planning & Development Services
- David Black, Planner IV
- Imperial County Air Pollution Control District
- Department of Public Works
- Fire Department
- Agriculture Commissioner
- Environmental Health Services
- Sheriff's Office

B. OTHER AGENCIES/ORGANIZATIONS

- Imperial Irrigation District (ID)
- Native American Heritage Commission
- California Highway Patrol (CHP)
- Regional Water Quality Control Board (RWQCB)

I.I.XVIII.1.1.1.1.1 Imperial Irrigation District

- California Department of Transportation, District 11

(Written or oral comments received on the checklist prior to circulation)

V. REFERENCES

1. See Applicant's Site Plan on Exhibit A & B of this Initial Study
2. Land Use Element Table 4 exhibit
3. Ultra-Systems Air Quality Study dated November 13, 2018
4. Barrett's Survey's July 2018
5. Conservation Element Open Space Element Figure 6
6. California Health & Safety Code 7050.5, CEQA 15064.5, California Resources Code 5097.98
7. Linscott Law & Greenspan Engineers Transportation Impact Analysis dated July, 2018
8. IC General Plan Conservation and Open Space Element Figure 1
<http://www.icpds.com/CMS/Media/Conservation-&-Open-Space-Element-2016.pdf>
9. Imperial County General Plan Conservation and Open Space Element Fig 8
<http://www.icpds.com/CMS/Media/Conservation-&-Open-Space-Element-2016.pdf>
10. Geotechnical report Landmark dated August 2018
11. Geotechnical Report LandMark dated July 2006 for Pacific Ethanol EIR
12. ALUC Compatibility May 3C
13. Fault Activity Map of California (2010) <http://maps.conservation.ca.gov/cgs/fam>
14. EnviroStor Database <http://www.envirostor.dtsc.ca.gov/public/map/?myaddress=Sacramento&tour=True>
15. Federal Emergency Management Area (FEMA) <http://www.icpds.com/CMS/Media/45-FEMA-1100.pdf>
16. Imperial County Conservation and Open Space Element Figure 8
<http://www.icpds.com/CMS/Media/Conservation-&-Open-Space-Element-2016.pdf>
17. I.C. Public Works Comment Letter dated 1-25-19
18. Augustine Band of Cahuilla Indians
19. Colorado River Indians Tribes
20. IID comment letter dated 5-14-2018
21. APCD comment letter dated 12-26-18
22. Pacific Ethanol Mitigation Monitoring and Reporting Program

VI. NEGATIVE DECLARATION – County of Imperial

The following Negative Declaration is being circulated for public review in accordance with the California Environmental Quality Act Section 21091 and 21092 of the Public Resources Code.

Project Name: GPA # 18-0001 & ZC 18-0002 Initial Study #18-0007

Project Applicant: All American Grain Company LLC

Project Location: The project site is located south of the City of Calipatria, Imperial County, California at 204 East Albright Road and Yocum Road and is further identified as Assessor's Parcel Number 024-260-032-000. The entire APN 024-260-032 is currently situated on approximately 89 +/- acres of land located within the County of Imperial, about half a mile south of the City of Calipatria See Exhibit A.

Description of Project: Applicant proposes a Zone Change (ZC) and General Plan Amendment (GPA) to the west half of APN: 024-260-032 in an effort to bring the parcel into conformance with applicable zoning & land use regulations. The Zone Change & General Plan Amendment will allow more acreage under the Medium Industrial use so that the applicant may establish a Container Yard and Rail Spur. The proposed Zone Change will change the current A-2 (General Agriculture) zone to M-2 (Medium Industrial) zone, while the General Plan Amendment will amend the Imperial County Land Use Element *Table 4: Compatibility Matrix*¹, located on page 64 of the Land Use Element. The current land use designation for APN: 024-260-032 is Urban Area which allows for compatibility with M-2 zoning as stated within the contents of the Land Use Element, however, this is not reflected in *Table 4: Compatibility Matrix*. This General Plan Amendment is meant to correct *Table 4: Compatibility Matrix* so that it is compatible with the Land Use Element's contents

VII. FINDINGS

This is to advise that the County of Imperial, acting as the lead agency, has conducted an Initial Study to determine if the project may have a significant effect on the environmental and is proposing this Negative Declaration based upon the following findings:

☐

The Initial Study shows that there is no substantial evidence that the project may have a significant effect on the environment and a NEGATIVE DECLARATION will be prepared.

☐

The Initial Study identifies potentially significant effects but:

- (1) Proposals made or agreed to by the applicant before this proposed Mitigated Negative Declaration was released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur.
- (2) There is no substantial evidence before the agency that the project may have a significant effect on the environment.
- (3) Mitigation measures are required to ensure all potentially significant impacts are reduced to levels of insignificance.

A NEGATIVE DECLARATION will be prepared.

If adopted, the Negative Declaration means that an Environmental Impact Report will not be required. Reasons to support this finding are included in the attached Initial Study. The project file and all related documents are available for review at the County of Imperial, Planning & Development Services Department, 801 Main Street, El Centro, CA 92243 (442) 265-1736.

NOTICE

The public is invited to comment on the proposed Negative Declaration during the review period.

2-19-19

Date of Determination

For 

Jim Minnick, Director of Planning & Development Services

The Applicant hereby acknowledges and accepts the results of the Environmental Evaluation Committee (EEC) and hereby agrees to implement all Mitigation Measures, if applicable, as outlined in the MMRP.

 2/15/19
Applicant Signature Date

SECTION 4

VIII. RESPONSE TO COMMENTS

(

Attachment A.
Mitigation Monitoring & Reporting Program

EEC ORIGINAL PKG

MITIGATION, MONITORING AND REPORTING PROGRAM

**MITIGATION MEASURES
PURSUANT TO THE ENVIRONMENTAL EVALUATION COMMITTEE
February 14, 2019
All American Grain
[GPA #18-0001 ZC #18-0002 TR #00991]
(APN 024-260-032-000)
(CEQA – Mitigated Negative Declaration)**

Pursuant to the review and recommendations of the Imperial County Environmental Evaluation Committee (EEC) on February 14, 2019, the following Mitigation Measures are hereby proposed for the project:

MITIGATION MEASURE 1 AIR QUALITY (a)

Construction Phase:

- **MM AQ-1 The operator shall limit vehicle speed to less than 15 miles per hour on any and all unpaved surfaces on the project site.**

Operational Phase Mitigation to include:

MM AQ-2 the proponent shall pay an in-lieu mitigation fee to be determined and administered by the ICAPCD.

¹ In accordance with the ICAPCD *CEQA Air Quality Handbook*, the long-term operational impacts would be less than significant upon implementation of mitigation measure

(Monitoring Agency: Imperial County Planning & Development Services Department & APCD; Timing: During Construction & Prior to permit approval)

MITIGATION MEASURE 2 BIOLOGICAL (a)

Mitigation Measures:

- a. BUOW shelter in place using hay bales and remove shelter when project is complete under supervision of qualified biologist.**
- b. Worker BOUW training sessions**
- c. Monitoring when construction is within 250 feet (February – August); 160 feet (September – January) if determined necessary by qualified biologist.**
- d. If construction started during Migratory Bird Nesting season (February – August) a nesting bird survey should be completed 3 days prior to start of construction.**

(Monitoring Agency: Imperial County Planning & Development Services Department; Timing: Prior to construction)

¹ #4Ultra-Systems Air Quality Study dated November 13, 2018
Barrett Biological surveys dates July 2018

MITIGATION MEASURE 3 CULTURAL & ARCHAEOLOGICAL (a)**Mitigation Measures:**

- The Imperial County Planning Department shall be notified immediately if any cultural resources (e.g., prehistoric or historic artifacts) or paleontological resources (e.g., fossils) are uncovered during construction. All construction must stop in vicinity of the find and an archaeologist that meets the Secretary of the Interior's Professional Qualifications Standards in prehistoric or historical archaeology shall be retained to evaluate the finds and recommend appropriate action.
- The Imperial County Planning Department shall be notified immediately if any cultural resources (e.g., prehistoric or historic artifacts) or paleontological resources (e.g., fossils) are uncovered during construction. All construction must stop in vicinity of the find and an archaeologist that meets the Secretary of the Interior's Professional Qualifications Standards in prehistoric or historical archaeology shall be retained to evaluate the finds and recommend appropriate action.
- If any paleontological resources (fossils) are discovered during ground disturbing project activity, all work in the immediate vicinity must stop and the Imperial County Planning Department shall be immediately notified. A qualified paleontologist shall be retained to evaluate the finds and recommend appropriate mitigation measures for the inadvertently discovered paleontological resources.
- If avoidance is not feasible, a qualified professional archaeologist shall be on site during any excavations in excess of 4 feet who shall have the authority to stop construction if necessary and determine the appropriate protective measures if any. If subsurface deposits are found, an area equal to 200 feet around the area shall be halted from construction until appropriate removal or alternative solution of collective of artifacts is concluded. In the event that human remains are found, construction activities within 200 feet radius shall cease, the Imperial County Coroner notified and work not resume until the recommendations of an MLD (Most Likely Descendant) are implemented.

(Monitoring Agency: Imperial County Planning & Development Services Department; Timing: During Construction)

MITIGATION MEASURE 4 GREENHOUSE GAS EMISSION:**Mitigation Measures for Construction Phase:****Construction Phase:**

- MM AQ-1 The operator shall limit vehicle speed to less than 15 miles per hour on any and all unpaved surfaces on the project site.

Operational:

- MM AQ-2: The proponent shall pay an in-lieu mitigation fee to be determined and administered by the ICAPCD. ² In accordance with the ICAPCD *CEQA Air Quality Handbook*, the long-term operational impacts would be less than significant upon implementation of mitigation measure
- (Monitoring Agency: Imperial County Planning & Development Services Department & APCD; Timing: Prior to permit approval)

MITIGATION MEASURE 5 HYDROLOGY AND WATER QUALITY:

- The project applicant is required to prepare a Storm Water Pollution and Prevention Plan (SWPPP) to be administered through all phases of grading and project construction. The SWPPP must incorporate Best Management Practices (BMPs) meeting technical standards of the General Construction permit to ensure that potential water quality impacts (including on-site and off-site erosion) during construction phases are minimized and that violations of water quality standards do not occur. The SWPPP must address spill prevention and include a countermeasure plan describing measures to ensure proper collection and disposal of all pollutants handled or produced on the site during construction, including sanitary wastes, cement, and petroleum products. BMPs included in the SWPPP must be consistent with the California Storm-water Best Management Practices Handbook for Construction. The SWPPP must be submitted to the Region 7 Regional Water Quality Control Board and to the County for review prior to the issuance of grading permits.
- The project applicant is required to prepare a Storm Water Pollution and Prevention Plan (SWPPP) governing industrial operations to be administered so long as industrial activities are ongoing. The Industrial SWPPP must incorporate Best Management Practices (BMPs) meeting the technical standards of the General Industrial Permit to ensure that potential water quality impacts during the operational phase are minimized and that violations of water quality standards do not occur. The Industrial SWPPP will include permanent post-construction BMPs meeting the County's requirements under its program implementing the Small MS4 Permit. These post-construction BMPs will be included in the Industrial SWPPP and must be consistent with the California Storm-water Best Management Practices Handbook for Commercial and Industrial operations. The BMPs will include the implementation of three [3] detention basins, collectively sized to retain a 100-year frequency storm event from the project site. These detention basins will meet design standards imposed by the County and the Imperial Irrigation District, including draining within 72 hours following a storm event and having outlet structures no larger than 12 inches in diameter and containing a backflow prevention device. The Industrial SWPPP must be submitted to the Region 7 Regional Water Quality Control prior to the issuance of certificates of occupancy. As per Mitigation Measure in Pacific Ethanol EIR 2006.

(Monitoring Agency: Imperial County Planning & Development Services Department; Timing: Prior to permit approval)

MITIGATION MEASURE 6 PUBLIC SERVICES

- An Emergency Response Plan shall be prepared in coordination with local fire agencies and the County of Imperial. The Emergency Response Plan shall be updated annually in coordination with the Imperial County Fire Department and the Imperial County Office of Emergency Services would appear to bring impacts to a less than significant level.
- A Hazardous Materials Business Plan shall be prepared in accordance with Title 19, Division 2, Chapter 4, and Article 4 of California Code of Regulations. The Hazardous Material Inventory shall be updated annually to the Imperial County Fire Department and the Imperial County Office of Emergency Services.

(Monitoring Agency: Imperial County Planning & Development Services Department & Fire Department; Timing: Prior to permit approval)

MITIGATION MEASURE 7 TRANSPORTATION / TRAFFIC

- *Yocum Road is classified as 4-Lane Major Collector requiring eighty four feet (84) of right of way, being forty two (42) feet from existing centerline. Forty feet (40') of right of way has been provided per Grant Deed Doc # Book 2249 pg. 1381, 2003. As directed by Imperial County Board of Supervisors per Minute Order #6 dated 11/22/1994 per the Imperial County Circulation Element Plan of the General Plan).*
- *Albright Road is classified as 2-Lane Minor Collector requiring seventy feet (70) of right of way, being thirty five (35) feet from existing centerline. Seventeen feet and Six inches (17'-6") of right of way has been provided per Grant Deed Doc # Book 2249 pg. 1378, 2003. Sufficient right of way must be provided to meet this road classification. As directed by Imperial County Board of Supervisors per Minute Order #6 dated 11/22/1994 per the Imperial County Circulation Element Plan of the General Plan).*
- *The applicant shall furnish a Drainage and Grading Plan/Study to provide for property grading and drainage control, which shall also include prevention of sedimentation of damage to off-site properties. The Plan/Study shall be prepared per the Engineering Design Guidelines Manual for the Preparation and checking of Street Improvement, Drainage, and Grading Plans within Imperial County and submitted to the Department of Public Works for review and approval. The applicant shall implement the approved plan. Employment of the appropriate Best Management Practices (BMPs) shall be included on the plan.*
- *The applicant for encroachment permits, grading plans, and/or improvement plans is responsible for researching, protecting and preserving survey monuments per the Professional Land Surveyor's Act (8771 (b)). This shall include a copy of the referenced survey map and tie card(s) (if applicable) for all monuments that may be impacted by the project whether it be on-site or off-site.*
- *At time of development, if required, by Section 8762(b) of the Professional Land Surveyors Act, a record of survey shall be filed with the County Recorder of Imperial County.*
- *Street improvements shall be required in conjunction with, but not limited to, any construction, grading, or related work, including the construction of structures, buildings, or major additions thereto, on property located adjacent to any county street or on property utilizing any county street for ingress and egress, except that such improvements may be deferred as described in Section 12.10.040 of this chapter for residential property (Per Imperial County Code of Ordinances, Chapter 12.10.020). The street improvements required shall be a commercial type driveway per Imperial County Standards and a secondary emergency access driveway as approved by this Department. The secondary emergency access driveway shall be constructed of asphalt concrete or as approved by this Department.*
- *No building permit for any structure or building or major addition to a building or structure shall be issued until the improvements required by Section 12.10.010 of this chapter have been installed and/or bonded. In addition, no building permit shall be issued until there has been compliance with Chapter 12.12 of this title and the requirement that an encroachment permit be obtained (Per Imperial County Code of Ordinances, Chapter 12.10.030).*
- *Any activity and/or work within Imperial County right-of-way shall be completed under an encroachment permit issued by this Department (Per Imperial County Code of Ordinances, Chapter 12.12). Any activity and/or work may include, but not be limited to, the installation of temporary traffic control devices, construction of access driveways, etc.*
- *The applicant/owner of facility shall fund needed future construction and improvements for said turn lanes installations for right and/or left turn lanes into the facility.*

Figure 7-1 of the transportation impact analysis indicates that 15% of the truck traffic will be using Yocum Road east of Kershaw Road (Brown Avenue). This section of Yocum Road is unpaved.- Unpaved Haul/Access Roads Requirements of Rule 805 of the Imperial County Air Pollution Control District limits any traffic on unpaved roads to generate visible dust emissions (VDE) to less than 20% opacity. If the applicant is unable to maintain the opacity level as required by Rule 805, the applicant shall mitigate the generation of dust due to project traffic along Yocum Road between Kershaw Road (Brown Avenue) and Blair Road and along Blair Road between Yocum Road and State Route 115 by one of the methods

below:

- Asphalt Concrete Road Improvements: The road section shall be improved by installing two (2) 12-foot travel lanes consisting of 4 inches of asphalt concrete over 18 inches of Class 2 Base, including Class 2 base shoulder backing, as approved by the Director of Public Works. Any activities related to these road improvements shall be completed under an encroachment permit from this Department.
- Road Surface Chemical Stabilization: The road surface shall be stabilized by applying chemical stabilization products as recommended by the product manufacturer to accommodate for two (2) 12-foot travel lanes and as approved by the Director of Public Works. Any activities related to this road stabilization shall be completed under an encroachment permit from this Department.
- Aggregate Base Road Improvements: The road section shall be improved by installing two (2) 12-foot travel lanes consisting of a minimum of 3" of Class 2 Base material, as recommended by a California Geotechnical Engineer, and as approved by the Director of Public Works. Any activities related to these road improvements shall be completed under an encroachment permit from this Department.
- Road Dust Mitigation Plan: The applicant shall prepare a Road Dust Mitigation Plan and submit it to this Department for review and approval. Any activities related to the implementation of the road dust mitigation plan shall be completed under an encroachment permit from this Department.
- Traffic Restriction: Any existing and/or proposed project traffic, truck or passenger vehicles, associated with the project site shall be restricted from using the road section. The transportation impact analysis shall be revised to indicate the revised traffic distribution and resubmitted to this Department for review and approval prior to the Zone Change Approval.
- All solid and hazardous waste shall be disposed of in approved solid waste disposal sites in accordance with existing County, State and Federal regulations (Per Imperial County Code of Ordinances, Chapter 8.72).
- All on-site traffic area shall be hard surfaced to provide all weather access for fire protection vehicles. The surfacing shall meet the Department of Public Works and Fire/OES Standards as well as those of the Air Pollution Control District (APCD) (Per Imperial County Code of ordinances, Chapter 12.10.020 A).
- The project shall submit a National Pollutant Discharge Elimination System (NPDES) permit and Notice of Intent (NOI) from the Regional Water Quality Control Board (RWQCB) prior county approval of onsite grading plan (40 CFR 122.28).
- A Transportation Permit shall be submitted to the local road agency(s) having jurisdiction over the haul route(s) for any hauls of heavy equipment and large vehicles which impose greater than legal loads on riding surfaces, including bridges. (Per Imperial County Code of Ordinances, Chapter 10.12.020).
- As a part of the project's compliance with the mandatory regulation, the existing railroad crossing shall be re-evaluated to conform to the traffic control devices, systems, and practices described in the Manual on Uniform Traffic Control Devices (MUTCD), Federal, State, and local laws and regulations. The applicant shall also consult with Commission's Rail Crossings Engineering Section and Union Pacific Railroad (UPRR) and comply with the mandatory requirements established from the consultations for the inclusion of the trains required for the proposed project.

Monitoring Agency: Imperial County Planning & Development Services Department & Public Works Department;
Timing: Prior to permit approval

S:\APN\024\260\032\gpa18-0001\EEC\mmrp

MITIGATION, MONITORING AND REPORTING PROGRAM
--

**MITIGATION MEASURES
PURSUANT TO THE ENVIRONMENTAL EVALUATION COMMITTEE**

February 14, 2019

All American Grain

[GPA #18-0001 ZC #18-0002 TR #00991]

(APN 024-260-032-000)

(CEQA – Mitigated Negative Declaration)

Pursuant to the review and recommendations of the Imperial County Environmental Evaluation Committee (EEC) on February 14, 2019, the following Mitigation Measures are hereby proposed for the project:

AIR QUALITY

Construction Phase:

- **MM AQ-1** The operator shall limit vehicle speed to less than 15 miles per hour on any and all unpaved surfaces on the project site.

Operational Phase Mitigation to include:

- **MM AQ-2** The proponent shall pay an in-lieu mitigation fee to be determined and administered by the ICAPCD. In accordance with the ICAPCD *CEQA Air Quality Handbook*, the long-term operational impacts would be less than significant upon implementation of mitigation measure.

(Monitoring Agency: Imperial County Planning & Development Services Department & APCD; Timing: During Construction & Prior to permit approval)

BIOLOGICAL

- **MM BIO-1** BUOW shelter in place using hay bales and remove shelter when project is complete under supervision of qualified biologist.
- **MM BIO-2** Worker BOUW training sessions
- **MM BIO-3** Monitoring when construction is within 250 feet (February – August); 160 feet (September – January) if determined necessary by qualified biologist.
- **MM BIO-4** If construction started during Migratory Bird Nesting season (February – August) a nesting bird survey should be completed 3 days prior to start of construction.

(Monitoring Agency: Imperial County Planning & Development Services Department; Timing: Prior to construction)

CULTURAL & ARCHAEOLOGICAL

- **MM CUL-1** the Imperial County Planning Department shall be notified immediately if any cultural resources (e.g., prehistoric or historic artifacts) or paleontological resources (e.g., fossils) are uncovered during construction. All construction must stop in vicinity of the find and an archaeologist that meets the Secretary of the Interior's

EEC ORIGINAL PKG

Professional Qualifications Standards in prehistoric or historical archaeology shall be retained to evaluate the finds and recommend appropriate action.

- **MM CUL-2** The Imperial County Planning Department shall be notified immediately if any cultural resources (e.g., prehistoric or historic artifacts) or paleontological resources (e.g., fossils) are uncovered during construction. All construction must stop in vicinity of the find and an archaeologist that meets the Secretary of the Interior's Professional Qualifications Standards in prehistoric or historical archaeology shall be retained to evaluate the finds and recommend appropriate action.
- **MM CUL-3** If any paleontological resources (fossils) are discovered during ground disturbing project activity, all work in the immediate vicinity must stop and the Imperial County Planning Department shall be immediately notified. A qualified paleontologist shall be retained to evaluate the finds and recommend appropriate mitigation measures for the inadvertently discovered paleontological resources.
- **MM CUL-4** If avoidance is not feasible, a qualified professional archaeologist shall be on site during any excavations in excess of 4 feet who shall have the authority to stop construction if necessary and determine the appropriate protective measures if any. If subsurface deposits are found, an area equal to 200 feet around the area shall be halted from construction until appropriate removal or alternative solution of collective of artifacts is concluded. In the event that human remains are found, construction activities within 200 feet radius shall cease, the Imperial County Coroner notified and work not resume until the recommendations of an MLD (Most Likely Descendant) are implemented.

(Monitoring Agency: Imperial County Planning & Development Services Department; Timing: During Construction)

GREENHOUSE GAS EMISSION:

- SEE AQ1 & AQ-2 MITIGATIONS

HYDROLOGY AND WATER QUALITY:

- **MM HYD-1** The project applicant is required to prepare a Storm Water Pollution and Prevention Plan (SWPPP) to be administered through all phases of grading and project construction. The SWPPP must incorporate Best Management Practices (BMPs) meeting technical standards of the General Construction permit to ensure that potential water quality impacts (including on-site and off-site erosion) during construction phases are minimized and that violations of water quality standards do not occur. The SWPPP must address spill prevention and include a countermeasure plan describing measures to ensure proper collection and disposal of all pollutants handled or produced on the site during construction, including sanitary wastes, cement, and petroleum products. BMPs included in the SWPPP must be consistent with the California Storm-water Best Management Practices Handbook for Construction. The SWPPP must be submitted to the Region 7 Regional Water Quality Control Board and to the County for review prior to the issuance of grading permits.
- **MM HYD-2** The project applicant is required to prepare a Storm Water Pollution and Prevention Plan (SWPPP) governing industrial operations to be administered so long as industrial activities are ongoing. The Industrial SWPPP must incorporate Best Management Practices (BMPs) meeting the technical standards of the General

Industrial Permit to ensure that potential water quality impacts during the operational phase are minimized and that violations of water quality standards do not occur. The Industrial SWPPP will include permanent post-construction BMPs meeting the County's requirements under its program implementing the Small MS4 Permit. These post-construction BMPs will be included in the Industrial SWPPP and must be consistent with the California Storm-water Best Management Practices Handbook for Commercial and Industrial operations. The BMPs will include the implementation of three [3] detention basins, collectively sized to retain a 100-year frequency storm event from the project site. These detention basins will meet design standards imposed by the County and the Imperial Irrigation District, including draining within 72 hours following a storm event and having outlet structures no larger than 12 inches in diameter and containing a backflow prevention device. The Industrial SWPPP must be submitted to the Region 7 Regional Water Quality Control prior to the issuance of certificates of occupancy. As per Mitigation Measure in Pacific Ethanol EIR 2006.

(Monitoring Agency: Imperial County Planning & Development Services Department; Timing: Prior to permit approval).

S:\APN\024\260\032\gpa18-0001\EEC\mmrp

Attachment B.
Revised Project Description (1-23-2019)

1/23/2019

All American Grain Company- Zone Change & GPA

Applicant: All-American Grain Company, LLC

Engineer: LC Engineering Consultant, Inc. (License No. 55432)

Planning: DuBose Design Group, Inc.

Contractor: Andy Hoyt General Engineering, Inc. (License No. 578349)

Location: The site is located just south of the City of Calipatria, Imperial County, California. The approximate site address is Albright Road and Highway 111, Calipatria, California. Latitude and longitude are 33°06'28'' and 115°30'43'', respectively.

Property Size: 89 +/- acres

Project Size: 42 +/- acres

APN: 024-260-032

Proposed Development:

All-American Grain, LLC (applicant) proposes a Zone Change (ZC) and General Plan Amendment (GPA) to the west half of APN: 024-260-032 in an effort to bring the parcel into conformance with applicable zoning & land use regulations. The Zone Change & General Plan Amendment will allow more acreage under the Medium Industrial use so that the applicant may establish a container yard, an additional inner rail-spur and a bridge allowing for alternative access. The proposed Zone

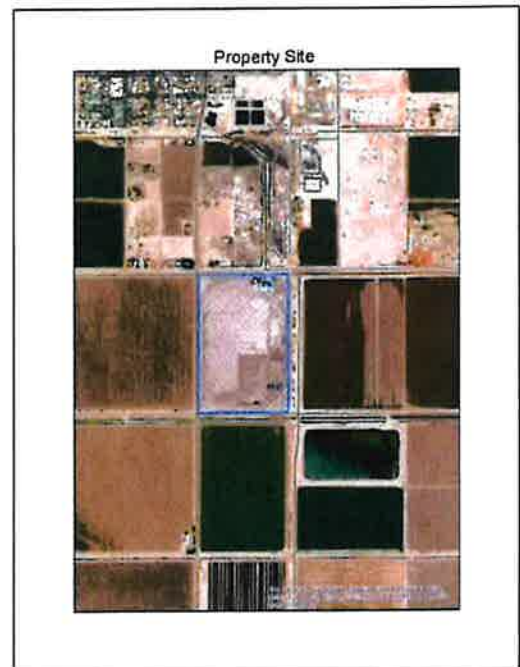


Figure 1. Property Site

Change will change the current A-2 (General Agriculture) zone to M-2 (Medium Industrial) zone, while the General Plan Amendment will amend the Imperial County Land Use Element *Table 4: Compatibility Matrix*¹, located on page 64 of the Land Use Element. The current land use designation for APN: 024-260-032 is Urban Area which allows for compatibility with M-2 zoning as stated within the contents of the Land Use Element, however, this is not reflected in *Table 4: Compatibility Matrix*. This General Plan Amendment is meant to correct *Table 4: Compatibility Matrix* so that it is compatible with the Land Use Element's contents.

Project Summary:

The Project Site

The entire APN 024-260-032 is currently situated on approximately 89 +/- acres of land located within the County of Imperial, about half a mile south of the City of Calipatria (please see **Figure 1**). The property is currently divided into two separate zoning distinctions but with one land use designations (reference **Appendix A**). In 2008, the property underwent a Zone Change and General Plan Amendment, in which approximately 47 +/- acres changed from A-2 to M-2 zoning while the entire parcel changed from Agriculture to Urban Area land use. Currently, most of the eastern portion of the property is zoned M-2 while the entire western portion and small portions of the northeastern side of the property are zoned A-2 as indicated above.

Project Development

The applicant proposes to construct a container yard that will act as storage area for loading and unloading containers and will be primarily situated on the southernmost portion of APN 024-260-032 (please see **Figure 5**). A proposed inner rail-spur located within the existing rail-spur would be construct for organizational purposes and due to regulations set forth by Union Pacific Railroad. The existing facility accommodates two trains per week, including one (1) train loaded with corn that unloads at the existing All-American Grain facility and (1) unit train that ships agricultural products to the Port of Long Beach. Because the applicant proposes to accommodate one (1) more unit train, scheduling conflicts will likely occur between the corn train and unit trains. This proposed inner rail-spur will allow the unit trains to cycle around the proposed inner rail-spur while the corn train utilizes the outer rail-spur, simultaneously. Additionally, through careful

¹ [Imperial County Land Use Element](#)

consideration the applicant may decide to construct a bridge that will be located at either Option A or Option B (please see **Appendix B**). In an effort to maximize efficiency, access to the container yard will be provided to loaded trucks and emergency vehicles by the proposed bridge once either the inner and/or outer rail-spur is completely occupied.

Need for Project

As of now, operations for agricultural exporters rely heavily on trucks for distribution purposes. As discussed below, containers are loaded with agricultural commodities and are driven via truck to the Port of Long Beach (POLB) for distribution. As the amount of containers being transported to POLB increases so does the level of complexity. As noted on the POLB's website, exports for the month of April from the POLB have increased by 22% as compared to last year. This level of increase places an even higher strain on nearby infrastructure, truck drivers/haulers and port authorities. The increased number of trucks to the POLB creates congestion on major highways to the Port, congestion at the port terminal and makes meeting appointment times at the terminal difficult to achieve. Additionally, the availability of logistic truck drivers has fallen, other labor markets such as construction are drawing these drivers away. To solve these issues, All American Grain Company proposes the construction of a loading/distribution facility that will utilize train units for distribution purposes to the POLB, thus cutting down the amount of trucks needed for distribution.

Project Use

The current operations of the facility act as a grain transfer and storage station for locally grown containerized agricultural commodities. These operations include the receiving of the agricultural commodities such as hay, and other types of locally grown rufage in storage containers, transported via trucks to the facility. Once these containers are received and stored for a short period of time, they are then reloaded on to unit trains for distribution outside of the Imperial Valley. Additionally, incorporated in the original operations of the facility was receiving corn via unit train cars that would then be distributed to various Feed mills in the Imperial Valley via truck that will continue.

The applicant wishes to add to the current use by relying more heavily on the unit train cars rather than trucks for distribution from the Imperial Valley by adding an additional one (1) unit train. The method of receiving and transporting the hay from locally harvested fields to the storage facility will remain. However, once the hay containers are stored and are ready to be reloaded, individual unit train cars will be the *primary method* of distribution to the POLB. Ultimately, the applicant's goal is to become more efficient with the delivery of out-going hay products that leave

the valley and reduce the amount of trip miles made by trucks. This addition of one-unit train of 105 well cars which is 210 containers will be needed to maximize the reduction of trip miles made by trucks. Once operations are in-motion, the empty storage facility will utilize their inner circle railway as a systematic method of offloading containers from the train and then reloading the containers that were loaded at the source. When the train unit cars are loaded and ready for distribution, they will leave the inner circle railway on their way to the POLB utilizing the Union Pacific Rail Road.

Project Circulation

In order to gain access to the project site, the applicant requires the construction of two (2) driveways for purposes of ingress and egress. The driveway closest to the intersection of HWY 111 and E. Albright Rd will be utilized as the point of egress while the further east driveway will be utilized as the point of ingress. These access points will be located on the southern boundary of the site where E. Albright intersects HWY 111 (see **Figure 2**). The distance between the entrance to the facility and the turn-off from Hwy 111 will provide enough space if numerous trucks show up all at once. As discussed earlier, the applicant desires to have the ability to construct a bridge that will allow access to the storage container yard when both the existing and proposed additional rail spur are fully occupied.

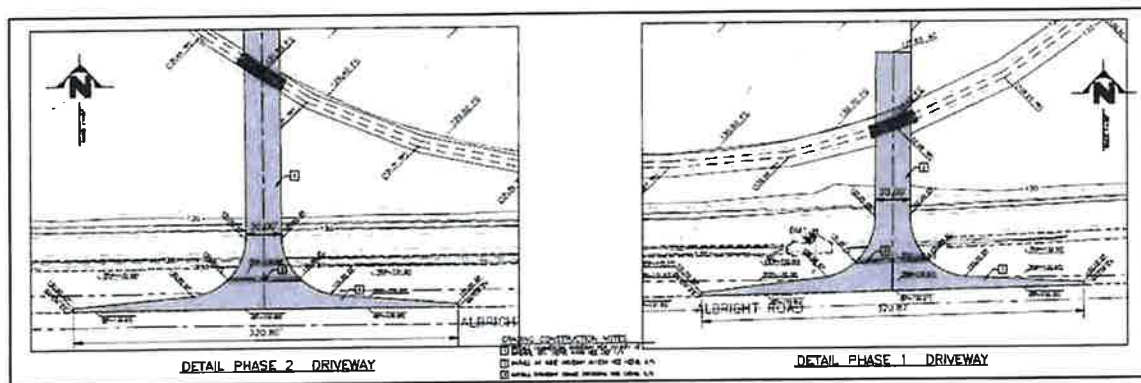


Figure 2. Driveways

Construction Activities

In order to support the additional loading and unloading zones and to stay compliant with County of Imperial Planning Department, County of Imperial Fire Department and APCD, the proposed container yard will install “all weather surface” pavement to the standards of both the County of Imperial and the Air Pollution Control District. The container yard will accommodate containers that will be stacked 4 high over a space of 8 ft by 40 ft (the container on the ground level). There will be 840 containers within the loading area at the peak on one day. The stacks of containers will not exceed the height of the nearby silos. Individual containers will weight approximately 60,000 lbs when filled. Once stacked in fours the total approximate weight of the stack will be 240,000 lbs (a soils recommendation will be provided from a geotechnical expert). With this being said, the load bearing capacity for the surface must withstand this total amount of weight. For descriptions of the pavement section for both the Container Yard and the All-Weather Access Driveways please see **Figure 3** and **Figure 4**. The unloading and loading of the containers will occur two days per week, during these days the train will be on site for 10-12 hours for purposes of unloading and loading.

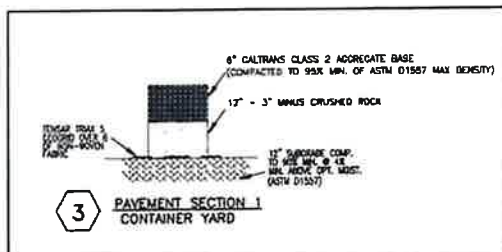


Figure 3. Container Yard

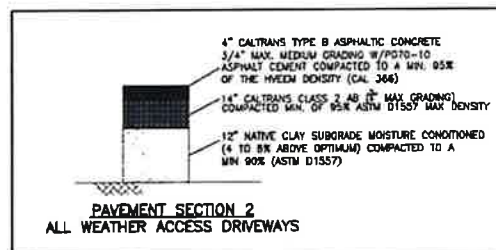


Figure 4. Access Driveways

Project Operation

As previously stated, the operation of the facility will act as a grain transfer and storage station for locally grown agricultural commodities. These commodities will be harvested throughout the Imperial Valley, loaded into empty containers and shipped via truck to the container yard. Upon arrival, the loaded containers will be stored at the container yard for a short period of time until the unit train arrives. Once the unit train has arrived, it will move into position for both unloading and loading. The train will move forward for every 10 railcars that are unloaded and loaded. The containers themselves are then unloaded and loaded via RS46 Series Hyster container loaders.

When the facility is completely operational, there will be a maximum of four (4) container loaders at the site.

Project Phasing

It is the intent of the applicant to construct this container yard in phases (see **Figure 5**). On the furthest east portion of the project, contains Phase 1, which is permitted by right to allow for a container yard. Phase 1 is unrelated to this Zone Change and General Plan Amendment for the reason stated previously. As of 8/06/2018 and 8/07/2018, the applicant has submitted with County of Imperial Building Department and Public Works Department for a grading permit for Phase 1. Once the Zone Change and General Plan Amendment have been approved, grading permits will be submitted for Phases 2 & 3.

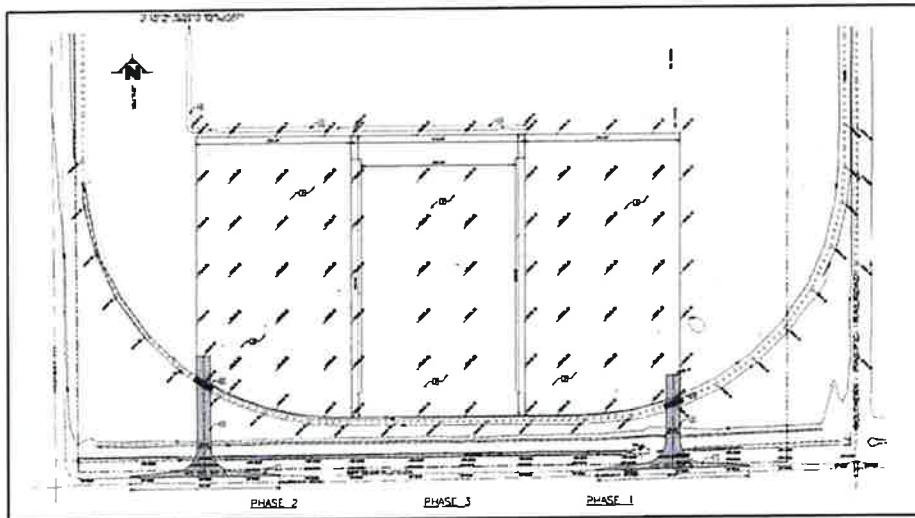


Figure 5. Project Phasing

Environmental Consideration

It is understood by the applicant that this proposed alteration to the current use will trigger additional environmental studies. With consultation from the County of Imperial, it has been determined that environmental studies will include: (1) Air Study, (2) Noise Study, (3) Traffic Study and (4) Biological.

Air Study

As instructed by the Imperial County Planning and Development Services, an Air Quality Study was performed by UltraSystems, Inc. analyzing the air quality including Greenhouse Gas Emissions generated by the proposed project. As further discussed in the Air Quality and Greenhouse Gas Emissions Report, sources of air pollution include locomotive emissions, container loader emissions, hauling truck emissions, and employee commuter emissions. These sources of emissions would emit pollutants of concern include ROG, CO, NO_x, PM₁₀ and PM_{2.5}. As the report indicates, the long-term project operational emissions would not exceed applicable thresholds for ROG, PM₁₀ or CO but they would exceed the Tier 2 threshold for NO_x. However, as discussed in the attached Memo to the Air Quality Study, APCD requested that UltraSystems perform a comparison of criteria pollutants emissions from truck and train transport of Agricultural products from All American Grain in Calipatria to Riverside County Line. Ultimately, the amount of NO_x decreases a substantial amount due to reliance on trains rather than trucks.

Noise Study

As instructed by the Imperial County Planning and Development Services, a Noise Study was prepared by UltraSystems, Inc. analyzing the noise levels generated by the proposed project. As further discussed in the Noise Study Report, noise sources include container loaders, trucks, trains, landscape and building maintenance. Offsite noise would be attributed to project-induced traffic. Although the project would generate some noise, UltraSystems found that there would be no significant short- or long-term noise impacts due to the project so no mitigation measures are necessary.

Traffic Study

As instructed by the Imperial County Planning and Development Services, a Traffic Study was prepared by Linscott Law & Greenspan (LLG) to analyze the traffic impacts caused by the proposed project. Based on information obtained from the applicant, LLG predicts the Total Project would generate a maximum of 20 Average Daily Traffic (ADT) by passenger vehicles. It would also generate 360 ADT by trucks, with 15 inbound and 15 outbound trips during the AM and PM peak hours. As previously discussed, the project would have driveways dedicated for both entrances and exits for vehicles (**Figure 2**).

Biological Study

As instructed by the Imperial County Planning and Development Services, a Biological Study was conducted by Barrett's Biological Surveys. They performed a biological habitat assessment of the lower portion where the project site would be located. As further described in the Biological Report, there were no vegetation that was found that would be considered endangered, threatened or species of concern. Additionally, there were no fauna found that would be considered endangered or threatened, however, three burrowing owls, one occupied burrow and one active burrow were found offsite on Imperial Irrigation District Right-of-Way. Mitigation measures were given for those instances.



email@dubosedesigngroup.com
dubosedesigngroup.com

PLANNING • CIVIL ENGINEERING • LAND SURVEYING • PROJECT MANAGEMENT

Appendix A

EEC ORIGINAL PKG

Current Property Zoning



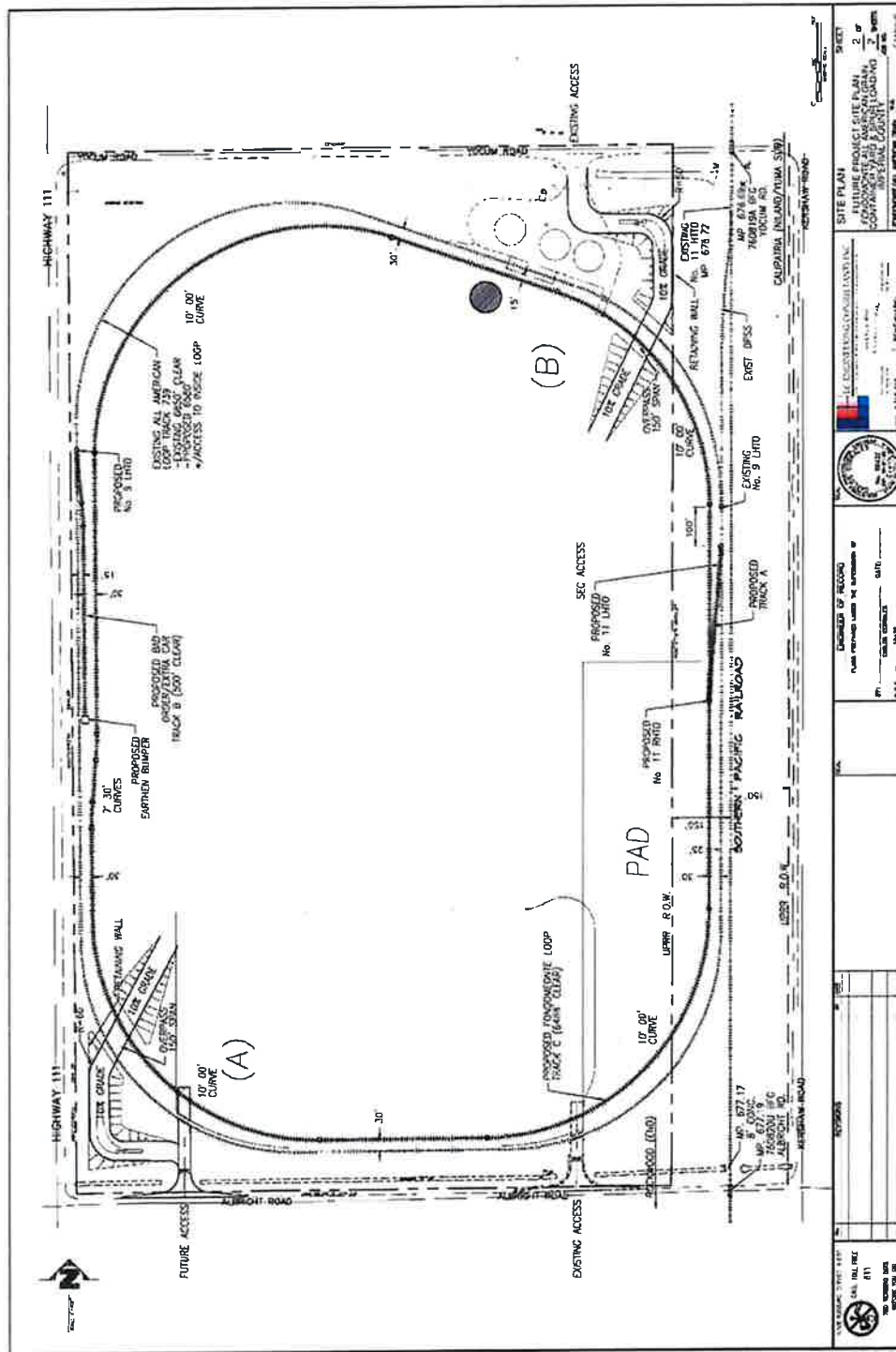
Proposed Property Zoning





Appendix B

EEC ORIGINAL PKG



Attachment C.
Request for Agency Comments Package



Jim Minnick
DIRECTOR

Imperial County Planning & Development Services Planning / Building

December 7, 2018
**REQUEST FOR REVIEW
AND COMMENTS**

The attached project and materials are being sent to you for your review and as an early notification that the following project is being requested and being processed by the County's Planning & Development Services Department. Please review the proposed project based on your agency/department area of interest, expertise, and/or jurisdiction.

To: County Agencies	State Agencies/Other	Cities/Other
<input checked="" type="checkbox"/> County Executive Office- Andy Horne	<input checked="" type="checkbox"/> Caltrans District 11- Jacob Armstrong/Beth Landrum	<input checked="" type="checkbox"/> City of Calipatria-Romualdo Medina
<input checked="" type="checkbox"/> Public Works – John Gay/ Carlos Yee	<input checked="" type="checkbox"/> CA Public Utilities Commission	<input checked="" type="checkbox"/> Golden State Water CO-Perry Dahlstrom
<input checked="" type="checkbox"/> APCD – Monica Soucier/Matt Desert	<input checked="" type="checkbox"/> CA RWQC Board – Nadim-Shukry Zeywar	<input checked="" type="checkbox"/> Dept of Fish & Wildlife-Magdalena Rodriguez
<input checked="" type="checkbox"/> IC Fire/OES Office – Robert Malek/ Andrew Loper	<input type="checkbox"/> BLM- Tom Zale/ Carrie Sahagun	<input checked="" type="checkbox"/> City of Brawley- Gordon Gaste
<input type="checkbox"/> IC Sheriff's Office – Thomas Garcia	<input checked="" type="checkbox"/> Southern California Gas CO-Justin Freeman	<input checked="" type="checkbox"/> Carlsbad Fish & Wildlife Office
<input checked="" type="checkbox"/> EHS Office – Jeff Lamoure/Jorge Perez	<input checked="" type="checkbox"/> State Historic Preservation Office- Julianne Polanco	<input checked="" type="checkbox"/> Naval Air Facility-Marybeth Dreusike
<input checked="" type="checkbox"/> AG Commissioner- Carlos Ortiz/ Sandra Mendivil	<input checked="" type="checkbox"/> CA Dept. Conservation – John Lowrie	<input checked="" type="checkbox"/> IID Env. Compliance. - Don Vargas
<input type="checkbox"/> Heber Union Elementary School District- Juan Cruz	<input checked="" type="checkbox"/> CHP (Imperial Office) - Arturo Proctor, Capt.	<input checked="" type="checkbox"/> Southern CA Water CO-Sunil Pillai
<input type="checkbox"/> Board of Supervisors – Luis Plancarte Dist. #2	<input type="checkbox"/> Native American Heritage Comm.-Katy Sanchez/Frank Lienert	<input checked="" type="checkbox"/> Southern CA Edison-Erinda Martinez

Project Contact: David Black, Planner IV – (442) 265-1736 ext. 1746 or davidblack@co.imperial.ca.us

Project ID: General Plan Amendment (GPA) #18-0001 & Zone Change (ZC) #18-0002 & Conditional Use Permit (CUP) #07-0023 (Recirculation)

Project Location: APN: 024-260-032-001
ADDRESS: 305 E. Yocum Road, Calipatria, CA

Project Description: Applicant wishes to rezone portion of the aforementioned property in hopes of creating more uniform zoning area. Applicant wishes to clean up the inconsistent zoning of their single property cause by a prior zone change.

Applicants: All American Grain Company LLC/ Mark Brandt, Secretary

Your written comments, recommendations, or conditions are requested by the deadline below so that they can be reviewed for appropriateness by the Director of Planning & Development Services and incorporated as part of project consideration. Please submit your response to the Case Planner, Jim Minnick, Director. Thank You!

Comments due by: **December 27, 2018 at 5:00 p.m.**

EEC/PC: TBD

COMMENTS: (attach a separate sheet if necessary) (if no comments, please state below and mail, fax, or e-mail this sheet to Case Planner)

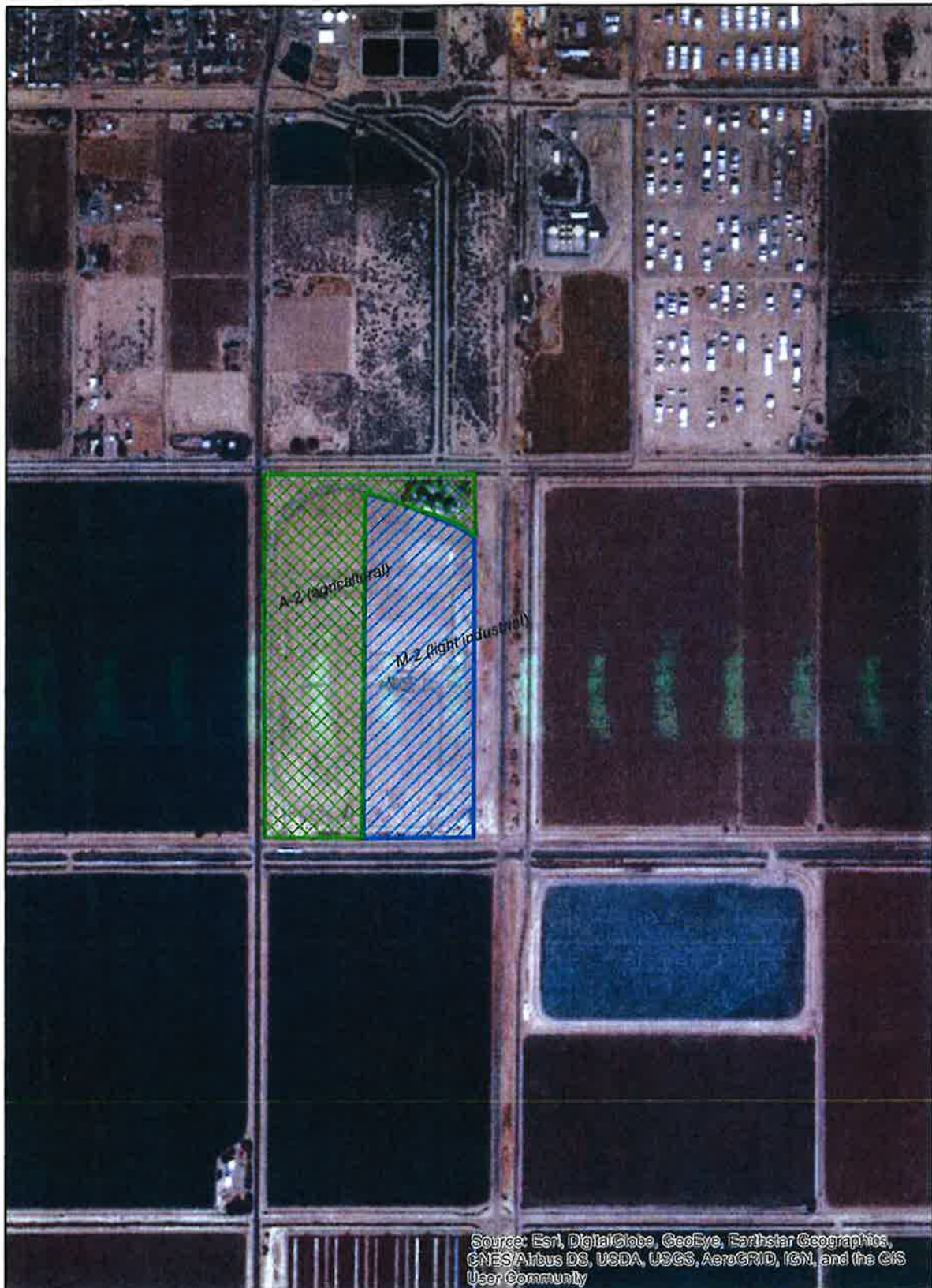
Name: _____ Signature: _____ Title: _____

Date: _____ Telephone No.: _____ E-mail: _____

DB\LA\S\APN\024\260\032\GPA18-0001 & ZC18-0002 Request for Review and Comments 12.06.18.docx

EEC ORIGINAL PKG

Project Site-Prior to Zone Change



0 600 1,200 2,400 Feet

EEC ORIGINAL PKG

11/26/2018

All American Grain Company- Proposed Container Yard

Client: All American Grain Company, LLC

Engineer: LC Engineering Consultant, Inc. (License No. 55432)

Planning: DuBose Design Group, Inc.

Contractor: Andy Hoyt General Engineering, Inc. (License No. 578349)

Location: The site is located just south of the City of Calipatria, Imperial County, California. The approximate site address is Albright Road and Highway 111, Calipatria, California. Latitude and longitude are 33°06'28'' and 115°30'43'', respectively.

Property Size: 89 +/- acres

Project Size: 42 +/- acres

APN: 024-260-032

Proposed Development:

Applicant proposes a Zone Change (ZC) and General Plan Amendment (GPA) to the west half of APN: 024-260-032 in an effort to bring the parcel into conformance with applicable zoning & land use regulations. The Zone Change & General Plan Amendment will allow more acreage under the Medium Industrial use so that the applicant may establish a Container Yard and Rail Spur. The proposed Zone Change will change the current A-2 (General Agriculture) zone to M-2 (Medium Industrial)



Figure 1. Property Site

zone, while the General Plan Amendment will amend the Imperial County Land Use Element *Table 4: Compatibility Matrix*¹, located on page 64 of the Land Use Element. The current land use designation for APN: 024-260-032 is Urban Area which allows for compatibility with M-2 zoning as stated within the contents of the Land Use Element, however, this is not reflected in *Table 4: Compatibility Matrix*. This General Plan Amendment is meant to correct *Table 4: Compatibility Matrix* so that it is compatible with the Land Use Element's contents.

Project Summary:

The Project Site

The entire APN 024-260-032 is currently situated on approximately 89 +/- acres of land located within the County of Imperial, about half a mile south of the City of Calipatria (please see **Figure 1**). The property is currently divided into two separate zoning distinctions but with one land use designations (reference **Appendix A**).

In 2008, the property underwent a Zone Change and General Plan Amendment, in which approximately 47 +/- acres changed from A-2 to M-2 zoning while the entire parcel changed from Agriculture to Urban Area land use. Currently, most of the eastern portion of the property is zoned M-2 while the entire western portion and small portions of the northeastern side of the property are zoned A-2 as indicated above. The Container Yard will be primarily situated on the southernmost portion of APN 024-260-032 (please see **Figure 5**).

Need for Project

As of now, operations for agricultural exporters rely heavily on trucks for distribution purposes. As discussed below, containers are loaded with agricultural commodities and are driven via truck to the Port of Long Beach (POLB) for distribution. As the amount of containers being transported to POLB increases so does the level of complexity. As noted on the POLB's website, exports for the month of April from the POLB have increased by 22% as compared to last year. This level of increase places an even higher strain on nearby infrastructure, truck drivers/haulers and port authorities. The increased number of trucks to the POLB creates congestion on major highways to the Port, congestion at the port terminal and makes meeting appointment times at the terminal difficult to achieve. Additionally, the availability of logistic truck drivers has fallen, other labor

¹ [Imperial County Land Use Element](#)

markets such as construction are drawing these drivers away. To solve these issues, All American Grain Company proposes the construction of a loading/distribution facility that will utilize train units for distribution purposes to the POLB, thus cutting down the amount of trucks needed for distribution.

Project Use

The current operations of the facility act as a grain transfer and storage station for locally grown containerized agricultural commodities. These operations include the receiving of the agricultural commodities such as hay, and other types of locally grown rufage in storage containers, transported via trucks to the facility. Once these containers are received and stored for a short period of time, they are then reloaded on to unit trains for distribution outside of the Imperial Valley. Additionally, incorporated in the original operations of the facility was receiving corn via unit train cars that would then be distributed to various Feed mills in the Imperial Valley via truck that will continue.

The applicant wishes to add to the current use by relying more heavily on the unit train cars rather than trucks for distribution from the Imperial Valley. The method of receiving and transporting the hay from locally harvested fields to the storage facility will remain. However, once the hay containers are stored and are ready to be reloaded, individual unit train cars will be the *primary method* of distribution to the POLB. Ultimately, the applicant's goal is to become more efficient with the delivery of out-going hay products that leave the valley and reduce the amount of trip miles made by trucks. This addition of one-unit train of 105 well cars which is 210 containers will be needed to maximize the reduction of trip miles made by trucks. Once operations are in-motion, the empty storage facility will utilize their inner circle railway as a systematic method of offloading containers from the train and then reloading the containers that were loaded at the source. When the train unit cars are loaded and ready for distribution, they will leave the inner circle railway on their way to the POLB utilizing the Union Pacific Rail Road.

Project Circulation

In order to gain access to the project site, the applicant requires the construction of two (2) driveways for purposes of ingress and egress. The driveway closest to the intersection of HWY 111 and E. Albright Rd will be utilized as the point of egress while the further east driveway will be utilized as the point of ingress. These access points will be located on the southern boundary of the site where E. Albright intersects HWY 111 (see **Figure 2**). The distance between the entrance

to the facility and the turn-off from Hwy 111 will provide enough space if numerous trucks show up all at once. Additionally, the exit location will be located at the south/west corner of the property, allowing the option to either turn right or left depending on logistical reasons.

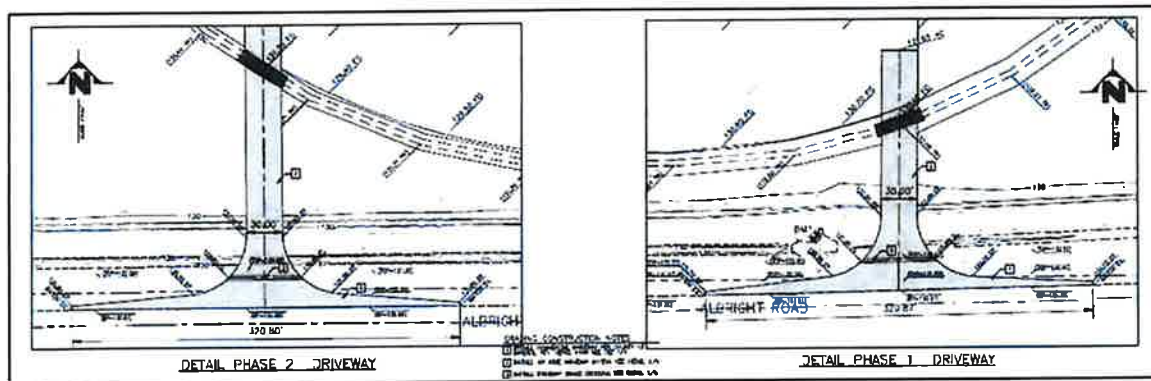


Figure 2. Driveways

Construction Activities

In order to support the additional loading and unloading zones and to stay compliant with County of Imperial Planning Department, County of Imperial Fire Department and APCD, the proposed container yard will install “all weather surface” pavement to the standards of both the County of Imperial and the Air Pollution Control District. The Container Yard and Spur Loading zone will accommodate containers that will be stacked 4 high over a space of 8 ft by 40 ft (the container on the ground level). There will be 840 containers within the loading area at the peak on one day. The stacks of containers will not exceed the height of the nearby silos. Individual containers will weight approximately 60,000 lbs when filled. Once stacked in fours the total approximate weight of the stack will be 240,000 lbs (a soils recommendation will be provided from a geotechnical expert). With this being said, the load bearing capacity for the surface must withstand this total amount of weight. For descriptions of the pavement section for both the Container Yard and the All-Weather Access Driveways please see **Figure 3** and **Figure 4**. The unloading and loading of the containers will occur two days per week, during these days the train will be on site for 10-12 hours for purposes of unloading and loading.

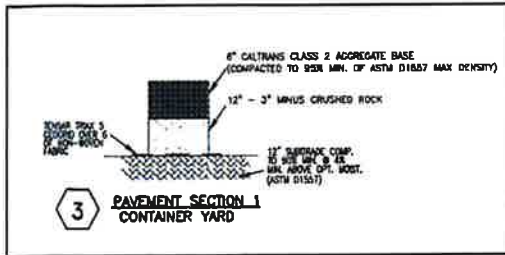


Figure 3. Container Yard

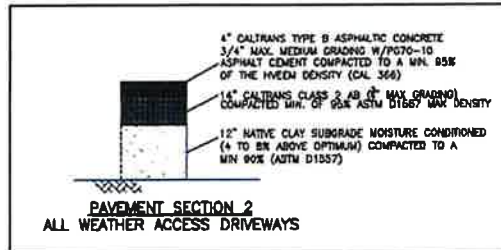


Figure 4. Access Driveways

Project Operation

As previously stated, the operation of the facility will act as a grain transfer and storage station for locally grown agricultural commodities. These commodities will be harvested throughout the Imperial Valley, loaded into empty containers and shipped via truck to the Container Yard. Upon arrival, the loaded containers will be stored at the Container Yard for a short period of time until the unit train arrives. Once the unit train has arrived, it will move into position for both unloading and loading. The train will move forward for every 10 railcars that are unloaded and loaded. The containers themselves are then unloaded and loaded via RS46 Series Hyster container loaders. When the facility is completely operational, there will be a maximum of four (4) container loaders at the site.

Project Phasing

It is the intent of the applicant to construct this Container Yard in phases (see **Figure 5**). On the furthest east portion of the project, contains Phase 1, which is permitted by right to allow for a container yard. Phase 1 is unrelated to this Zone Change and General Plan Amendment for the reason stated previously. As of 8/06/2018 and 8/07/2018, the applicant has submitted with County of Imperial Building Department and Public Works Department for a grading permit for Phase 1. Once the Zone Change and General Plan Amendment have been approved, grading permits will be submitted for Phases 2 & 3.

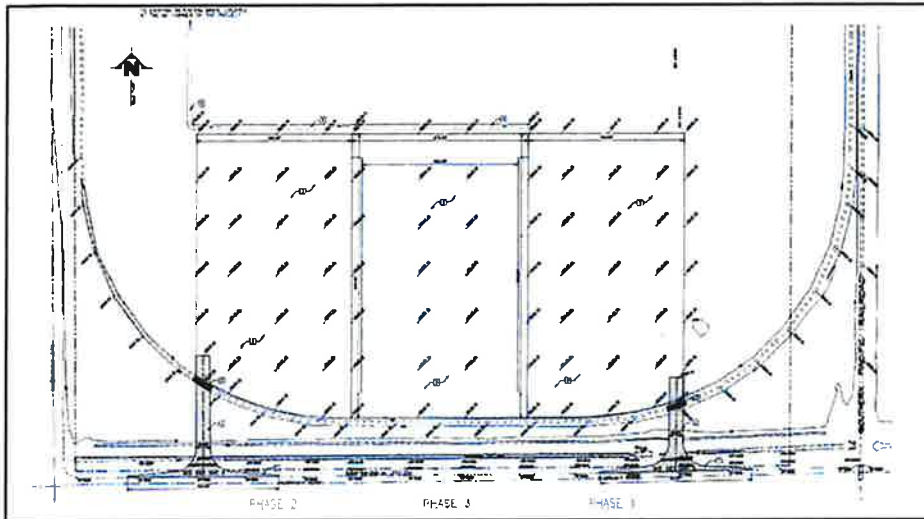


Figure 5. Project Phasing

Environmental Consideration

It is understood by the applicant that this proposed alteration to the current use will trigger additional environmental studies. With consultation from the County of Imperial, it has been determined that environmental studies will include: (1) Air Study, (2) Noise Study, (3) Traffic Study and (4) Biological.

Air Study

As instructed by the Imperial County Planning and Development Services, an Air Quality Study was performed by UltraSystems, Inc. analyzing the air quality including Greenhouse Gas Emissions generated by the proposed project. As further discussed in the Air Quality and Greenhouse Gas Emissions Report, sources of air pollution include locomotive emissions, container loader emissions, hauling truck emissions, and employee commuter emissions. These sources of emissions would emit pollutants of concern include ROG, CO, NOx, PM10 and PM2.5. As the report indicates, the long-term project operational emissions would not exceed applicable thresholds for ROG, PM10 or CO but they would exceed the Tier 2 threshold for NOx. However, as discussed in the attached Memo to the Air Quality Study, APCD requested that UltraSystems perform a comparison of criteria pollutants emissions from truck and train transport of Agricultural products from All American Grain in Calipatria to Riverside County Line. Ultimately, the amount of NOx decreases a substantial amount due to reliance on trains rather than trucks.

Noise Study

As instructed by the Imperial County Planning and Development Services, a Noise Study was prepared by UltraSystems, Inc. analyzing the noise levels generated by the proposed project. As further discussed in the Noise Study Report, noise sources include container loaders, trucks, trains, landscape and building maintenance. Offsite noise would be attributed to project-induced traffic. Although the project would generate some noise, UltraSystems found that there would be no significant short- or long-term noise impacts due to the project so no mitigation measures are necessary.

Traffic Study

As instructed by the Imperial County Planning and Development Services, a Traffic Study was prepared by Linscott Law & Greenspan (LLG) to analyze the traffic impacts caused by the proposed project. Based on information obtained from the applicant, LLG predicts the Total Project would generate a maximum of 20 Average Daily Traffic (ADT) by passenger vehicles. It would also generate 360 ADT by trucks, with 15 inbound and 15 outbound trips during the AM and PM peak hours. As previously discussed, the project would have driveways dedicated for both entrances and exits for vehicles (**Figure 2**).

Biological Study

As instructed by the Imperial County Planning and Development Services, a Biological Study was conducted by Barrett's Biological Surveys. They performed a biological habitat assessment of the lower portion where the project site would be located. As further described in the Biological Report, there were no vegetation that was found that would be considered endangered, threatened or species of concern. Additionally, there were no fauna found that would be considered endangered or threatened, however, three burrowing owls, one occupied burrow and one active burrow were found offsite on Imperial Irrigation District Right-of-Way. Mitigation measures were given for those instances.

Appendix A

Current Property Zoning



Proposed Property Zoning



11/26/2018

All American Grain Company- Proposed Container Yard

Client: All American Grain Company, LLC

Engineer: LC Engineering Consultant, Inc. (License No. 55432)

Planning: DuBose Design Group, Inc.

Contractor: Andy Hoyt General Engineering, Inc. (License No. 578349)

Location: The site is located just south of the City of Calipatria, Imperial County, California. The approximate site address is Albright Road and Highway 111, Calipatria, California. Latitude and longitude are 33°06'28'' and 115°30'43'', respectively.

Property Size: 89 +/- acres

Project Size: 42 +/- acres

APN: 024-260-032

Proposed Development:

Applicant proposes a Zone Change (ZC) and General Plan Amendment (GPA) to the west half of APN: 024-260-032 in an effort to bring the parcel into conformance with applicable zoning & land use regulations. The Zone Change & General Plan Amendment will allow more acreage under the Medium Industrial use so that the applicant may establish a Container Yard and Rail Spur. The proposed Zone Change will change the current A-2 (General Agriculture) zone to M-2 (Medium Industrial)

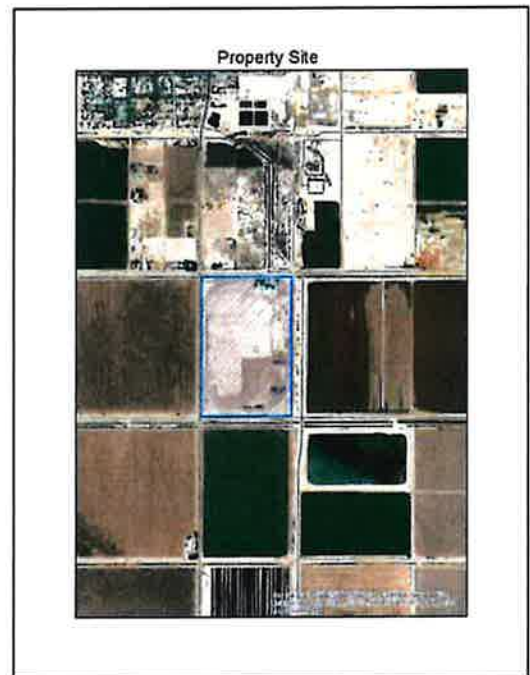


Figure 1. Property Site

zone, while the General Plan Amendment will amend the Imperial County Land Use Element *Table 4: Compatibility Matrix*¹, located on page 64 of the Land Use Element. The current land use designation for APN: 024-260-032 is Urban Area which allows for compatibility with M-2 zoning as stated within the contents of the Land Use Element, however, this is not reflected in *Table 4: Compatibility Matrix*. This General Plan Amendment is meant to correct *Table 4: Compatibility Matrix* so that it is compatible with the Land Use Element's contents.

Project Summary:

The Project Site

The entire APN 024-260-032 is currently situated on approximately 89 +/- acres of land located within the County of Imperial, about half a mile south of the City of Calipatria (please see **Figure 1**). The property is currently divided into two separate zoning distinctions but with one land use designations (reference **Appendix A**).

In 2008, the property underwent a Zone Change and General Plan Amendment, in which approximately 47 +/- acres changed from A-2 to M-2 zoning while the entire parcel changed from Agriculture to Urban Area land use. Currently, most of the eastern portion of the property is zoned M-2 while the entire western portion and small portions of the northeastern side of the property are zoned A-2 as indicated above. The Container Yard will be primarily situated on the southernmost portion of APN 024-260-032 (please see **Figure 5**).

Need for Project

As of now, operations for agricultural exporters rely heavily on trucks for distribution purposes. As discussed below, containers are loaded with agricultural commodities and are driven via truck to the Port of Long Beach (POLB) for distribution. As the amount of containers being transported to POLB increases so does the level of complexity. As noted on the POLB's website, exports for the month of April from the POLB have increased by 22% as compared to last year. This level of increase places an even higher strain on nearby infrastructure, truck drivers/haulers and port authorities. The increased number of trucks to the POLB creates congestion on major highways to the Port, congestion at the port terminal and makes meeting appointment times at the terminal difficult to achieve. Additionally, the availability of logistic truck drivers has fallen, other labor


¹ [Imperial County Land Use Element](#)

markets such as construction are drawing these drivers away. To solve these issues, All American Grain Company proposes the construction of a loading/distribution facility that will utilize train units for distribution purposes to the POLB, thus cutting down the amount of trucks needed for distribution.

Project Use

The current operations of the facility act as a grain transfer and storage station for locally grown containered agricultural commodities. These operations include the receiving of the agricultural commodities such as hay, and other types of locally grown rufage in storage containers, transported via trucks to the facility. Once these containers are received and stored for a short period of time, they are then reloaded on to unit trains for distribution outside of the Imperial Valley. Additionally, incorporated in the original operations of the facility was receiving corn via unit train cars that would then be distributed to various Feed mills in the Imperial Valley via truck that will continue.

The applicant wishes to add to the current use by relying more heavily on the unit train cars rather than trucks for distribution from the Imperial Valley. The method of receiving and transporting the hay from locally harvested fields to the storage facility will remain. However, once the hay containers are stored and are ready to be reloaded, individual unit train cars will be the *primary method* of distribution to the POLB. Ultimately, the applicant's goal is to become more efficient with the delivery of out-going hay products that leave the valley and reduce the amount of trip miles made by trucks. This addition of one-unit train of 105 well cars which is 210 containers will be needed to maximize the reduction of trip miles made by trucks. Once operations are in-motion, the empty storage facility will utilize their inner circle railway as a systematic method of offloading containers from the train and then reloading the containers that were loaded at the source. When the train unit cars are loaded and ready for distribution, they will leave the inner circle railway on their way to the POLB utilizing the Union Pacific Rail Road.



Project Circulation

In order to gain access to the project site, the applicant requires the construction of two (2) driveways for purposes of ingress and egress. The driveway closest to the intersection of HWY 111 and E. Albright Rd will be utilized as the point of egress while the further east driveway will be utilized as the point of ingress. These access points will be located on the southern boundary of the site where E. Albright intersects HWY 111 (see **Figure 2**). The distance between the entrance

to the facility and the turn-off from Hwy 111 will provide enough space if numerous trucks show up all at once. Additionally, the exit location will be located at the south/west corner of the property, allowing the option to either turn right or left depending on logistical reasons.

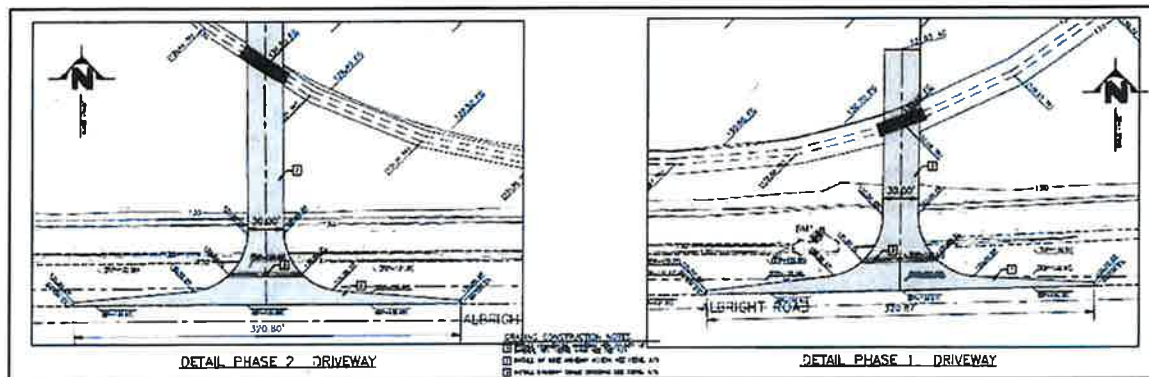


Figure 2. Driveways

Construction Activities

In order to support the additional loading and unloading zones and to stay compliant with County of Imperial Planning Department, County of Imperial Fire Department and APCD, the proposed container yard will install "all weather surface" pavement to the standards of both the County of Imperial and the Air Pollution Control District. The Container Yard and Spur Loading zone will accommodate containers that will be stacked 4 high over a space of 8 ft by 40 ft (the container on the ground level). There will be 840 containers within the loading area at the peak on one day. The stacks of containers will not exceed the height of the nearby silos. Individual containers will weight approximately 60,000 lbs when filled. Once stacked in fours the total approximate weight of the stack will be 240,000 lbs (a soils recommendation will be provided from a geotechnical expert). With this being said, the load bearing capacity for the surface must withstand this total amount of weight. For descriptions of the pavement section for both the Container Yard and the All-Weather Access Driveways please see **Figure 3** and **Figure 4**. The unloading and loading of the containers will occur two days per week, during these days the train will be on site for 10-12 hours for purposes of unloading and loading.

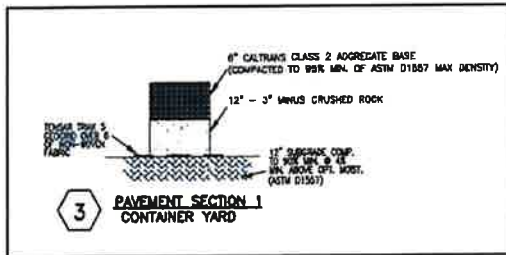


Figure 3. Container Yard

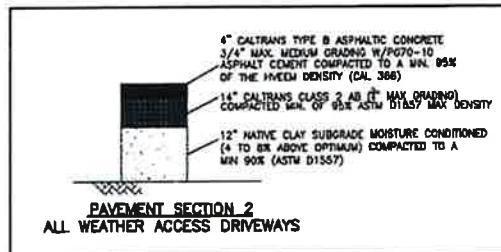


Figure 4. Access Driveways

Project Operation

As previously stated, the operation of the facility will act as a grain transfer and storage station for locally grown agricultural commodities. These commodities will be harvested throughout the Imperial Valley, loaded into empty containers and shipped via truck to the Container Yard. Upon arrival, the loaded containers will be stored at the Container Yard for a short period of time until the unit train arrives. Once the unit train has arrived, it will move into position for both unloading and loading. The train will move forward for every 10 railcars that are unloaded and loaded. The containers themselves are then unloaded and loaded via RS46 Series Hyster container loaders. When the facility is completely operational, there will be a maximum of four (4) container loaders at the site.

Project Phasing

It is the intent of the applicant to construct this Container Yard in phases (see **Figure 5**). On the furthest east portion of the project, contains Phase 1, which is permitted by right to allow for a container yard. Phase 1 is unrelated to this Zone Change and General Plan Amendment for the reason stated previously. As of 8/06/2018 and 8/07/2018, the applicant has submitted with County of Imperial Building Department and Public Works Department for a grading permit for Phase 1. Once the Zone Change and General Plan Amendment have been approved, grading permits will be submitted for Phases 2 & 3.

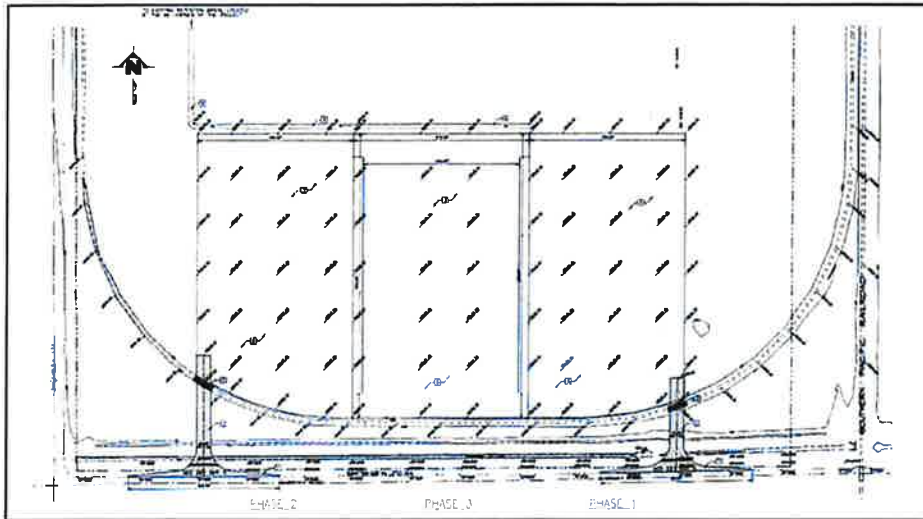


Figure 5. Project Phasing

Environmental Consideration

It is understood by the applicant that this proposed alteration to the current use will trigger additional environmental studies. With consultation from the County of Imperial, it has been determined that environmental studies will include: (1) Air Study, (2) Noise Study, (3) Traffic Study and (4) Biological.

Air Study

As instructed by the Imperial County Planning and Development Services, an Air Quality Study was performed by UltraSystems, Inc. analyzing the air quality including Greenhouse Gas Emissions generated by the proposed project. As further discussed in the Air Quality and Greenhouse Gas Emissions Report, sources of air pollution include locomotive emissions, container loader emissions, hauling truck emissions, and employee commuter emissions. These sources of emissions would emit pollutants of concern include ROG, CO, NOx, PM10 and PM2.5. As the report indicates, the long-term project operational emissions would not exceed applicable thresholds for ROG, PM10 or CO but they would exceed the Tier 2 threshold for NOx. However, as discussed in the attached Memo to the Air Quality Study, APCD requested that UltraSystems perform a comparison of criteria pollutants emissions from truck and train transport of Agricultural products from All American Grain in Calipatria to Riverside County Line. Ultimately, the amount of NOx decreases a substantial amount due to reliance on trains rather than trucks.

Noise Study

As instructed by the Imperial County Planning and Development Services, a Noise Study was prepared by UltraSystems, Inc. analyzing the noise levels generated by the proposed project. As further discussed in the Noise Study Report, noise sources include container loaders, trucks, trains, landscape and building maintenance. Offsite noise would be attributed to project-induced traffic. Although the project would generate some noise, UltraSystems found that there would be no significant short- or long-term noise impacts due to the project so no mitigation measures are necessary.

Traffic Study

As instructed by the Imperial County Planning and Development Services, a Traffic Study was prepared by Linscott Law & Greenspan (LLG) to analyze the traffic impacts caused by the proposed project. Based on information obtained from the applicant, LLG predicts the Total Project would generate a maximum of 20 Average Daily Traffic (ADT) by passenger vehicles. It would also generate 360 ADT by trucks, with 15 inbound and 15 outbound trips during the AM and PM peak hours. As previously discussed, the project would have driveways dedicated for both entrances and exits for vehicles (**Figure 2**).

Biological Study

As instructed by the Imperial County Planning and Development Services, a Biological Study was conducted by Barrett's Biological Surveys. They performed a biological habitat assessment of the lower portion where the project site would be located. As further described in the Biological Report, there were no vegetation that was found that would be considered endangered, threatened or species of concern. Additionally, there were no fauna found that would be considered endangered or threatened, however, three burrowing owls, one occupied burrow and one active burrow were found offsite on Imperial Irrigation District Right-of-Way. Mitigation measures were given for those instances.



email@dubosedesigngroup.com
dubosedesigngroup.com

PLANNING • CIVIL ENGINEERING • LAND SURVEYING • PROJECT MANAGEMENT

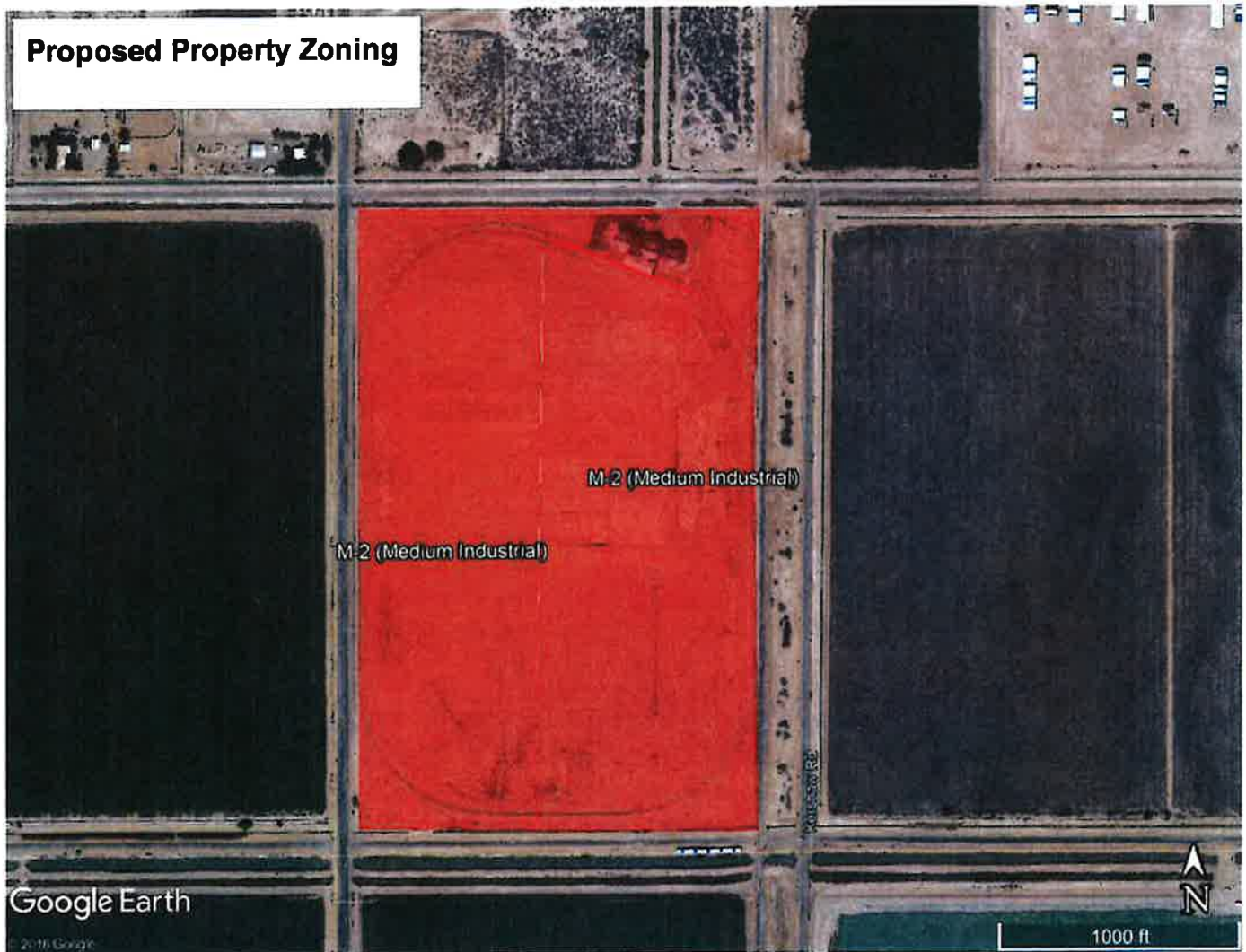
Appendix A

EEC ORIGINAL PKG

Current Property Zoning



Proposed Property Zoning



11/26/2018

All American Grain Company- Proposed Container Yard

Client: All American Grain Company, LLC

Engineer: LC Engineering Consultant, Inc. (License No. 55432)

Planning: DuBose Design Group, Inc.

Contractor: Andy Hoyt General Engineering, Inc. (License No. 578349)

Location: The site is located just south of the City of Calipatria, Imperial County, California. The approximate site address is Albright Road and Highway 111, Calipatria, California. Latitude and longitude are 33°06'28" and 115°30'43", respectively.

Property Size: 89 +/- acres

Project Size: 42 +/- acres

APN: 024-260-032

Proposed Development:

Applicant proposes a Zone Change (ZC) and General Plan Amendment (GPA) to the west half of APN: 024-260-032 in an effort to bring the parcel into conformance with applicable zoning & land use regulations. The Zone Change & General Plan Amendment will allow more acreage under the Medium Industrial use so that the applicant may establish a Container Yard and Rail Spur. The proposed Zone Change will change the current A-2 (General Agriculture) zone to M-2 (Medium Industrial)



Figure 1. Property Site

zone, while the General Plan Amendment will amend the Imperial County Land Use Element *Table 4: Compatibility Matrix*¹, located on page 64 of the Land Use Element. The current land use designation for APN: 024-260-032 is Urban Area which allows for compatibility with M-2 zoning as stated within the contents of the Land Use Element, however, this is not reflected in *Table 4: Compatibility Matrix*. This General Plan Amendment is meant to correct *Table 4: Compatibility Matrix* so that it is compatible with the Land Use Element's contents.

Project Summary:

The Project Site

The entire APN 024-260-032 is currently situated on approximately 89 +/- acres of land located within the County of Imperial, about half a mile south of the City of Calipatria (please see **Figure 1**). The property is currently divided into two separate zoning distinctions but with one land use designations (reference **Appendix A**).

In 2008, the property underwent a Zone Change and General Plan Amendment, in which approximately 47 +/- acres changed from A-2 to M-2 zoning while the entire parcel changed from Agriculture to Urban Area land use. Currently, most of the eastern portion of the property is zoned M-2 while the entire western portion and small portions of the northeastern side of the property are zoned A-2 as indicated above. The Container Yard will be primarily situated on the southernmost portion of APN 024-260-032 (please see **Figure 5**).

Need for Project

As of now, operations for agricultural exporters rely heavily on trucks for distribution purposes. As discussed below, containers are loaded with agricultural commodities and are driven via truck to the Port of Long Beach (POLB) for distribution. As the amount of containers being transported to POLB increases so does the level of complexity. As noted on the POLB's website, exports for the month of April from the POLB have increased by 22% as compared to last year. This level of increase places an even higher strain on nearby infrastructure, truck drivers/haulers and port authorities. The increased number of trucks to the POLB creates congestion on major highways to the Port, congestion at the port terminal and makes meeting appointment times at the terminal difficult to achieve. Additionally, the availability of logistic truck drivers has fallen, other labor

¹ [Imperial County Land Use Element](#)

markets such as construction are drawing these drivers away. To solve these issues, All American Grain Company proposes the construction of a loading/distribution facility that will utilize train units for distribution purposes to the POLB, thus cutting down the amount of trucks needed for distribution.

Project Use

The current operations of the facility act as a grain transfer and storage station for locally grown containered agricultural commodities. These operations include the receiving of the agricultural commodities such as hay, and other types of locally grown rufage in storage containers, transported via trucks to the facility. Once these containers are received and stored for a short period of time, they are then reloaded on to unit trains for distribution outside of the Imperial Valley. Additionally, incorporated in the original operations of the facility was receiving corn via unit train cars that would then be distributed to various Feed mills in the Imperial Valley via truck that will continue.

The applicant wishes to add to the current use by relying more heavily on the unit train cars rather than trucks for distribution from the Imperial Valley. The method of receiving and transporting the hay from locally harvested fields to the storage facility will remain. However, once the hay containers are stored and are ready to be reloaded, individual unit train cars will be the *primary method* of distribution to the POLB. Ultimately, the applicant's goal is to become more efficient with the delivery of out-going hay products that leave the valley and reduce the amount of trip miles made by trucks. This addition of one-unit train of 105 well cars which is 210 containers will be needed to maximize the reduction of trip miles made by trucks. Once operations are in-motion, the empty storage facility will utilize their inner circle railway as a systematic method of offloading containers from the train and then reloading the containers that were loaded at the source. When the train unit cars are loaded and ready for distribution, they will leave the inner circle railway on their way to the POLB utilizing the Union Pacific Rail Road.

Project Circulation

In order to gain access to the project site, the applicant requires the construction of two (2) driveways for purposes of ingress and egress. The driveway closest to the intersection of HWY 111 and E. Albright Rd will be utilized as the point of egress while the further east driveway will be utilized as the point of ingress. These access points will be located on the southern boundary of the site where E. Albright intersects HWY 111 (see **Figure 2**). The distance between the entrance

to the facility and the turn-off from Hwy 111 will provide enough space if numerous trucks show up all at once. Additionally, the exit location will be located at the south/west corner of the property, allowing the option to either turn right or left depending on logistical reasons.

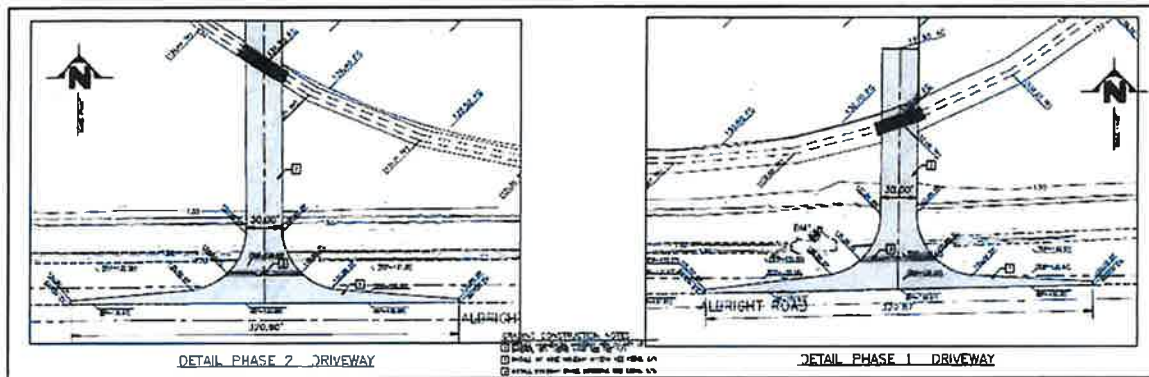


Figure 2. Driveways

Construction Activities

In order to support the additional loading and unloading zones and to stay compliant with County of Imperial Planning Department, County of Imperial Fire Department and APCD, the proposed container yard will install “all weather surface” pavement to the standards of both the County of Imperial and the Air Pollution Control District. The Container Yard and Spur Loading zone will accommodate containers that will be stacked 4 high over a space of 8 ft by 40 ft (the container on the ground level). There will be 840 containers within the loading area at the peak on one day. The stacks of containers will not exceed the height of the nearby silos. Individual containers will weight approximately 60,000 lbs when filled. Once stacked in fours the total approximate weight of the stack will be 240,000 lbs (a soils recommendation will be provided from a geotechnical expert). With this being said, the load bearing capacity for the surface must withstand this total amount of weight. For descriptions of the pavement section for both the Container Yard and the All-Weather Access Driveways please see **Figure 3** and **Figure 4**. The unloading and loading of the containers will occur two days per week, during these days the train will be on site for 10-12 hours for purposes of unloading and loading.

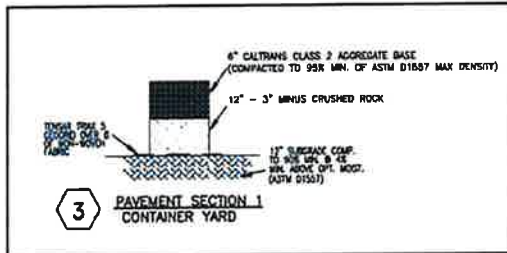


Figure 3. Container Yard

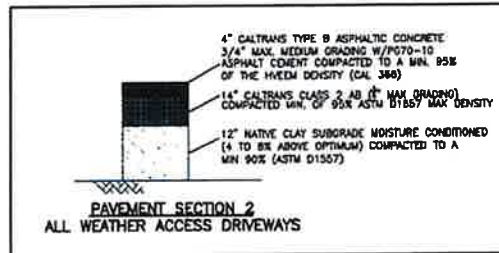


Figure 4. Access Driveways

Project Operation

As previously stated, the operation of the facility will act as a grain transfer and storage station for locally grown agricultural commodities. These commodities will be harvested throughout the Imperial Valley, loaded into empty containers and shipped via truck to the Container Yard. Upon arrival, the loaded containers will be stored at the Container Yard for a short period of time until the unit train arrives. Once the unit train has arrived, it will move into position for both unloading and loading. The train will move forward for every 10 railcars that are unloaded and loaded. The containers themselves are then unloaded and loaded via RS46 Series Hyster container loaders. When the facility is completely operational, there will be a maximum of four (4) container loaders at the site.

Project Phasing

It is the intent of the applicant to construct this Container Yard in phases (see **Figure 5**). On the furthest east portion of the project, contains Phase 1, which is permitted by right to allow for a container yard. Phase 1 is unrelated to this Zone Change and General Plan Amendment for the reason stated previously. As of 8/06/2018 and 8/07/2018, the applicant has submitted with County of Imperial Building Department and Public Works Department for a grading permit for Phase 1. Once the Zone Change and General Plan Amendment have been approved, grading permits will be submitted for Phases 2 & 3.

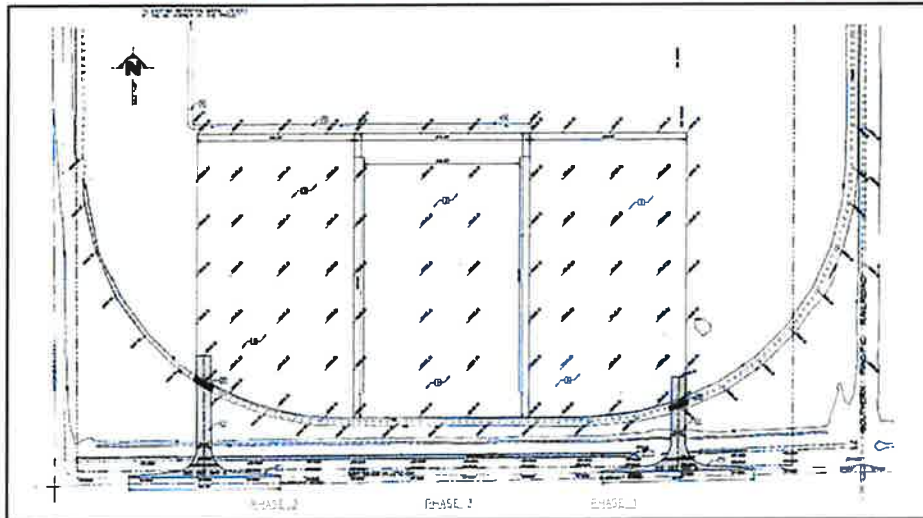


Figure 5. Project Phasing

Environmental Consideration

It is understood by the applicant that this proposed alteration to the current use will trigger additional environmental studies. With consultation from the County of Imperial, it has been determined that environmental studies will include: (1) Air Study, (2) Noise Study, (3) Traffic Study and (4) Biological.

Air Study

As instructed by the Imperial County Planning and Development Services, an Air Quality Study was performed by UltraSystems, Inc. analyzing the air quality including Greenhouse Gas Emissions generated by the proposed project. As further discussed in the Air Quality and Greenhouse Gas Emissions Report, sources of air pollution include locomotive emissions, container loader emissions, hauling truck emissions, and employee commuter emissions. These sources of emissions would emit pollutants of concern include ROG, CO, NO_x, PM₁₀ and PM_{2.5}. As the report indicates, the long-term project operational emissions would not exceed applicable thresholds for ROG, PM₁₀ or CO but they would exceed the Tier 2 threshold for NO_x. However, as discussed in the attached Memo to the Air Quality Study, APCD requested that UltraSystems perform a comparison of criteria pollutants emissions from truck and train transport of Agricultural products from All American Grain in Calipatria to Riverside County Line. Ultimately, the amount of NO_x decreases a substantial amount due to reliance on trains rather than trucks.

Noise Study

As instructed by the Imperial County Planning and Development Services, a Noise Study was prepared by UltraSystems, Inc. analyzing the noise levels generated by the proposed project. As further discussed in the Noise Study Report, noise sources include container loaders, trucks, trains, landscape and building maintenance. Offsite noise would be attributed to project-induced traffic. Although the project would generate some noise, UltraSystems found that there would be no significant short- or long-term noise impacts due to the project so no mitigation measures are necessary.

Traffic Study

As instructed by the Imperial County Planning and Development Services, a Traffic Study was prepared by Linscott Law & Greenspan (LLG) to analyze the traffic impacts caused by the proposed project. Based on information obtained from the applicant, LLG predicts the Total Project would generate a maximum of 20 Average Daily Traffic (ADT) by passenger vehicles. It would also generate 360 ADT by trucks, with 15 inbound and 15 outbound trips during the AM and PM peak hours. As previously discussed, the project would have driveways dedicated for both entrances and exits for vehicles (**Figure 2**).

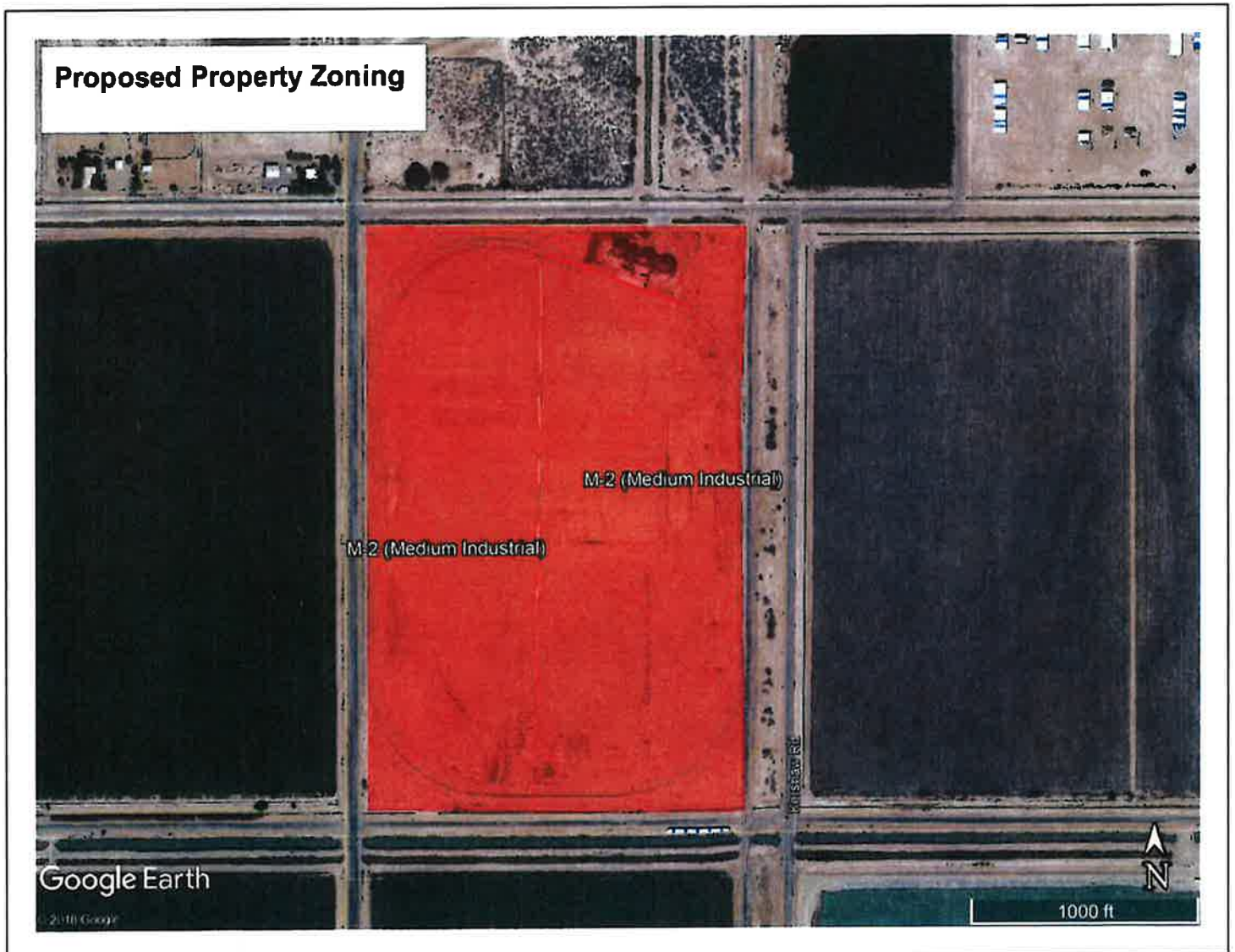
Biological Study

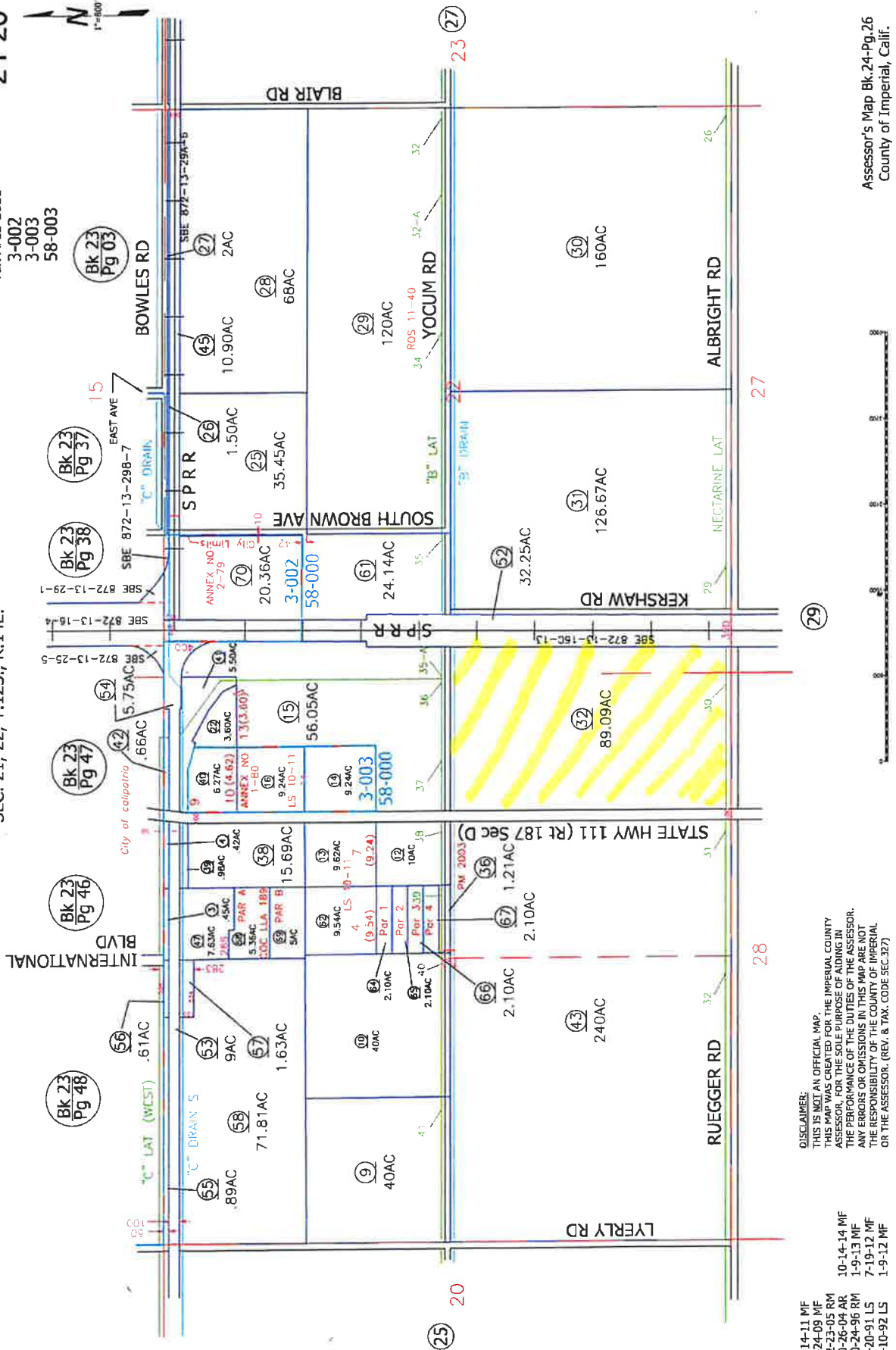
As instructed by the Imperial County Planning and Development Services, a Biological Study was conducted by Barrett's Biological Surveys. They performed a biological habitat assessment of the lower portion where the project site would be located. As further described in the Biological Report, there were no vegetation that was found that would be considered endangered, threatened or species of concern. Additionally, there were no fauna found that would be considered endangered or threatened, however, three burrowing owls, one occupied burrow and one active burrow were found offsite on Imperial Irrigation District Right-of-Way. Mitigation measures were given for those instances.

Appendix A

Current Property Zoning







9-14-11 MF
6-24-09 MF
12-23-05 RM
10-26-04 AR
10-24-96 RM
8-20-91 LS
4-10-92 LS

DISCLAIMER:
THIS IS NOT AN OFFICIAL MAP.
THIS MAP WAS CREATED FOR THE IMPERIAL COUNTY
ASSESSOR, FOR THE SOLE PURPOSE OF AIDING IN
THE PERFORMANCE OF THE DUTIES OF THE ASSESSOR.
ANY ERRORS OR OMISSIONS IN THIS MAP ARE NOT
THE RESPONSIBILITY OF THE COUNTY OF IMPERIAL
OR THE ASSESSOR. (REV. & TAX. CODE SEC.327)

ALL AMERICAN CONTAINER YARD PROPOSAL

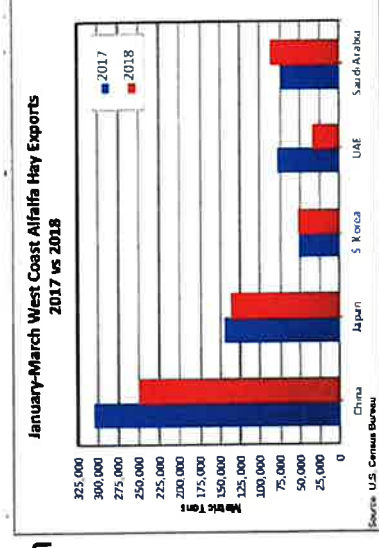
EEC ORIGINAL PKG

Agenda

1. Logistics Overview
2. Site Location in relation to other exporters
3. Site Zoning
4. Proposed site layout
5. Next Steps

Californian Logistics Overview

- **Capacity reduction of over 30% in the trucking fleet driven by ELOGs**
 - Independent haulers have withdrawn from the market
 - Large haulers who were prepared for the ELOGs are not prepared for the increase in volume due to independent withdrawal
 - In Service Hours being strictly enforced
- **Availability of truck drivers has fallen**
 - Other labor markets such as construction are drawing drivers away from logistics
 - Home every night
 - Earning potential similar or better in construction
- **Port of Los Angeles/Long Beach**
 - Congestion on the major highways to the port
 - Congestion at the port terminal
 - Pier passes on day and night shift moving forward
 - Appointment times at the terminals
- **Calipatria Container Yard**
 - Eliminate the requirement for exporters to transport containers too and from the port
 - Eliminate the need to increase truck fleets to transport the same volume
 - Continue to make the Imperial Valley forage competitive with the Pacific Northwest for exporters
 - Substantial reduction of air emissions from diesel consumption
 - Proposal is for 1 additional unit train of 105 well cars which is 210 containers



Sample of Exporters in Imperial

Boarder Valley



El Toro



Triple I



- All within 35 miles of Calipatria, 45 minutes or less
- All can access the site via the 111 or 115 using

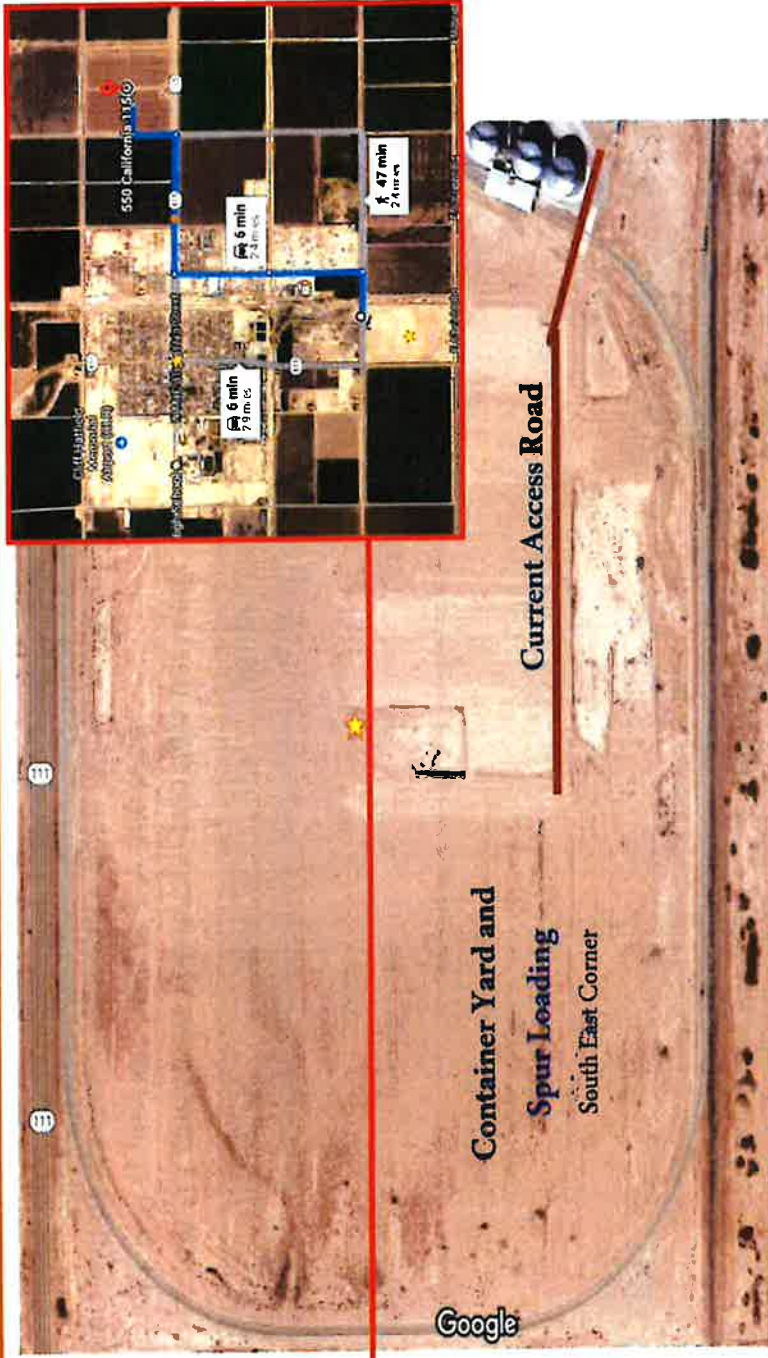
- Albright
- Kershaw
- Yocum

EEC ORIGINAL PKG

Current Site Layout and Operation

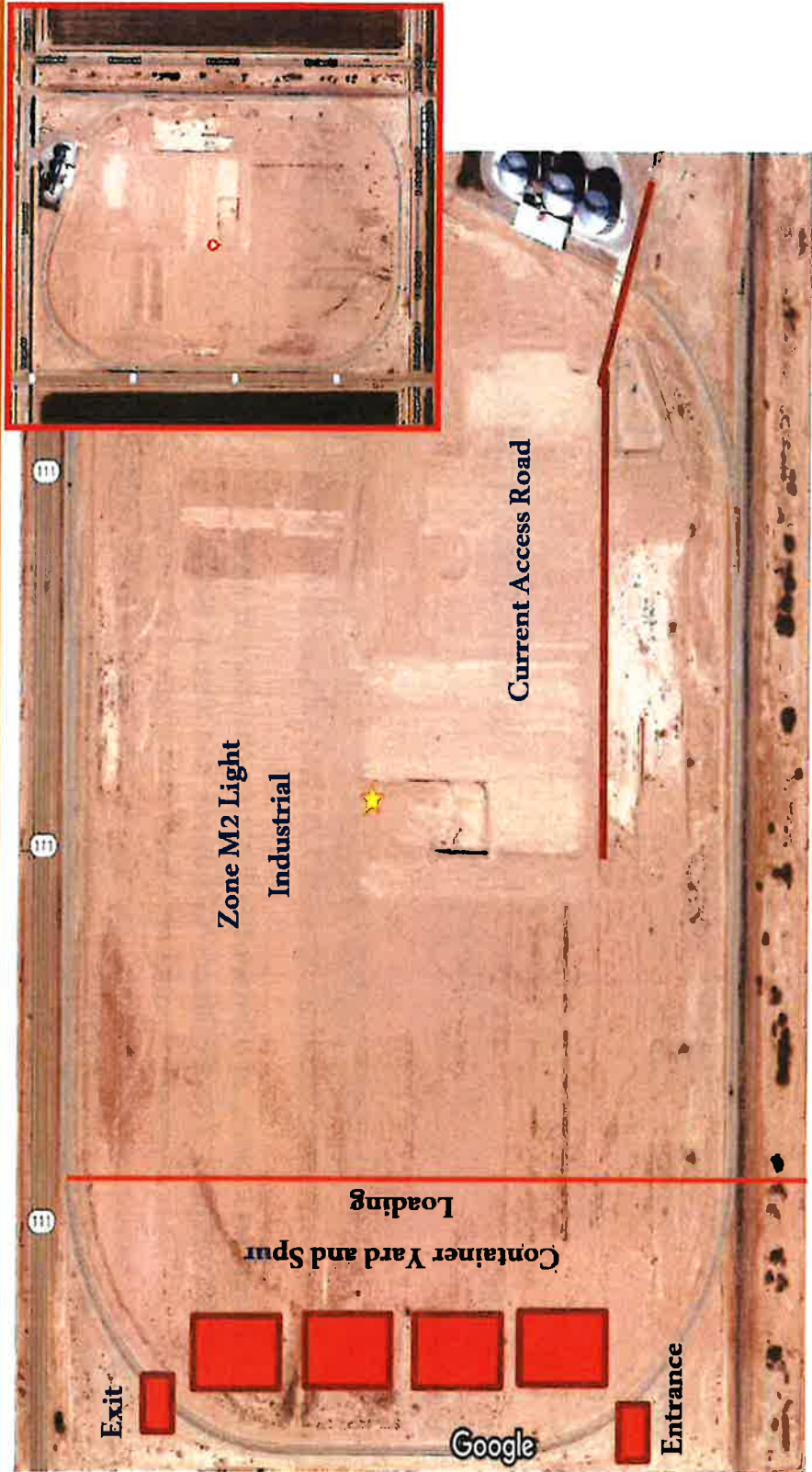
Zone A2
Agricultural

Zone M2 Light
Industrial



- Unloading and Loading of containers will occur one day per week
 - We will hold 210 containers here at any one time as buffer
- 5 days per week transfers of containers from yard to press and return
 - All American will use the facility approx one day a week for unloading grain
- Train will be on site for 10-12 hours unloading and loading

Draft Site Layout



- Unloading and Loading of containers will occur two days per week
 - We will hold 420 containers here at any one time
 - Containers will be stacked 3 high and 7 deep in four stacks of 6 days per week transfers of containers from yard to press and return
 - 70 trucks per day will be accessing the site
- Train will be on site for 10-12 hours unloading and loading

NEXT STEPS

EEC ORIGINAL PKG

THANK YOU

EEC ORIGINAL PKG

Attachment D.
Agency Comments

AIR POLLUTION CONTROL DISTRICT



December 26, 2018

Jim Minnick
Planning & Development Services Director
801 Main Street
El Centro, CA 92243

SUBJECT: Request for GPA 18-0001 and ZC 18-0002 and CUP 07-0023 (Recirculation) for the purpose of establishing a Container Yard and Rail Spur.

Dear Mr. Minnick,

The Imperial County Air Pollution Control District ("Air District") would like to thank you for the opportunity to review the request by All American Grain Company, LLC for a proposed General Plan Amendment (GPA) 18-0001, Zone Change (ZC) 18-0002, and Conditional Use Permit (CUP) 07-0023. The GPA and ZC to the west half of APN 024-260-032 would ultimately allow for the establishment of a Container Yard and Rail Spur at 305 E. Yocum Road in Calipatria, California.

Due to ongoing conversations with the Enforcement and Engineering & Permitting Divisions of the Air District, the applicant is aware that compliance with Regulation VIII Rules is a requirement. Any changes to the details of the proposal can be addressed in future conversations between the two parties. Other than that, the Air District has No Comment.

As a reminder, Air District Rules and Regulations can be found on our website at www.co.imperial.ca.us/AirPollution under the "Planning" tab. The ICAPCD office can be reached at (442) 265-1800.

Sincerely,

Curtis Blondell
Environmental Coordinator

RECEIVED

DEC 26 2018

**IMPERIAL COUNTY
PLANNING & DEVELOPMENT SERVICES**



AUGUSTINE BAND OF CAHUILLA INDIANS

PO Box 846 84-481 Avenue 54 Coachella CA 92236

Telephone: (760) 398-4722

Fax (760) 369-7161

Tribal Chairperson: Amanda Vance

Tribal Vice-Chairperson: William Vance

Tribal Secretary: Victoria Martin

December 27, 2018

Daivd Black
Imperial County Planning & Development Services
801 Main St. El Centro, CA 92243


Re: Project Notification Pursuant to Senate Bill 18 for the All American Grain Project in Imperial County, California

Dear Mr. Black-

Thank you for the opportunity to offer input concerning the development of the above-identified project. We appreciate your sensitivity to the cultural resources that may be impacted by your project, and the importance of these cultural resources to the Native American peoples that have occupied the land surrounding the area of your project for thousands of years. Unfortunately, increased development and lack of sensitivity to cultural resources has resulted in many significant cultural resources being destroyed or substantially altered and impacted. Your invitation to consult on this project is greatly appreciated.

At this time we are unaware of specific cultural resources that may be affected by the proposed project. We encourage you to contact other Native American Tribes and individuals within the immediate vicinity of the project site that may have specific information concerning cultural resources that may be located in the area. We also encourage you to contract with a monitor who is qualified in Native American cultural resources identification and who is able to be present on-site full-time during the pre-construction and construction phase of the project. Please notify us immediately should you discover any cultural resources during the development of this project.

Very truly yours,


Victoria Martin
Tribal Secretary

RECEIVED

DEC 31 2018

**IMPERIAL COUNTY
PLANNING & DEVELOPMENT SERVICES**

EEC ORIGINAL PKG



COLORADO RIVER INDIAN TRIBES

Tribal Historic Preservation Office

26600 Mohave Road
Parker, Arizona 85344
Telephone: (928)-669-5822 Fax: (928) 669-5843

Imperial County Planning
801 Main St.
El Centro, CA 92243

Date: January 8, 2019

RE: All-American Grain – General Plan Amendment, GPA 18-0001/ zone change ZC 18-0002, APN #024-260-032-000.

Dear: Jim Minnick, Director

The Colorado River Indian Tribes' Tribal Historic Preservation Office ("CRIT THPO") has received your letter dated December 14, 2018, regarding the All-American Grain – General Plan Amendment, GPA 18-0001/ zone change ZC 18-0002 APN #024-260-032-000.

As a preliminary matter, the Colorado River Indian Tribes are a federally recognized Indian tribe comprised of over 4,200 members belonging to the Mohave, Chemehuevi, Hopi and Navajo Tribes. The almost 300,000-acre Colorado River Indian Reservation sits astride the Colorado River between Blythe, California and Parker, Arizona. The ancestral homelands of the Tribe's members, however, extend far beyond the Reservation boundaries. Significant portions of public and private lands in California, Arizona and Nevada were occupied by the ancestors of the Colorado River Indian Tribes' Mohave and Chemehuevi members since time immemorial. These landscapes remain imbued with substantial cultural, spiritual and religious significance for the Tribes' current members and future generations. For this reason, we have a strong interest in ensuring that potential cultural resource impacts are adequately considered and mitigated.

In addition, we respond as follows, The Colorado River Indian Tribes do not have any specific comment on the proposed project and instead defer to the comments of other affiliated tribes. Thank you for your consideration. Please contact the undersigned if you have any questions or concerns.

Sincerely,

COLORADO RIVER INDIAN TRIBES
TRIBAL HISTORIC PRESERVATION OFFICE


/s/ Bryan Etsitty, Acting-Director
26600 Mohave Road
Parker, AZ 85344
Phone: (928) 669-5822
E-mail: betsitty@crit-nsn.gov

RECEIVED

JAN 14 2019
IMPERIAL COUNTY
PLANNING & DEVELOPMENT SERVICES

EEC ORIGINAL PKG



COUNTY OF
IMPERIAL

DEPARTMENT OF
PUBLIC WORKS

155 S. 11th Street
El Centro, CA
92243

Tel: (442) 265-1818
Fax: (442) 265-1858

Follow Us:



[www.facebook.com/
ImperialCountyDPW/](http://www.facebook.com/ImperialCountyDPW/)



[https://twitter.com/
CountyDpw/](https://twitter.com/CountyDpw/)

Public Works works for the Public



January 24, 2019

Mr. Jim Minnick, Director
Planning & Development Services Department
801 Main Street
El Centro, CA 92243

RECEIVED

JAN 25 2019

IMPERIAL COUNTY
PLANNING & DEVELOPMENT SERVICES

Attention: David Black, Planner IV

SUBJECT: ZC 18-0002 / GPA 18-0001 – All American Grain Company, LLC
Located on 306 E. Yocum Road, Calipatria, CA
APN 024-260-032-000

Dear Mr. Minnick:

This letter is in response to your submittal received by this department on April 25, 2018 for the above mentioned project. The applicant proposes to rezone a portion of the aforementioned property in hopes of creating a more uniform zoning area and clean-up the inconsistent zoning of their single property caused by prior zone change.

Department staff has reviewed the package information and the following comments are provided for the applicant use:

1. Yocum Road is classified as 4-Lane Major Collector requiring eighty four feet (84) of right of way, being forty two (42) feet from existing centerline. Forty feet (40') of right of way has been provided per Grant Deed Doc # Book 2249 pg. 1381, 2003. As directed by Imperial County Board of Supervisors per Minute Order #6 dated 11/22/1994 per the Imperial County Circulation Element Plan of the General Plan).
2. Albright Road is classified as 2-Lane Minor Collector requiring seventy feet (70) of right of way, being thirty five (35) feet from existing centerline. Seventeen feet and Six inches (17'-6") of right of way has been provided per Grant Deed Doc # Book 2249 pg. 1378, 2003. Sufficient right of way must be provided to meet this road classification. As directed by Imperial County Board of Supervisors per Minute Order #6 dated 11/22/1994 per the Imperial County Circulation Element Plan of the General Plan).
3. The applicant shall furnish a Drainage and Grading Plan/Study to provide for property grading and drainage control, which shall also include prevention of sedimentation of damage to off-site properties. The Plan/Study shall be prepared per the Engineering Design Guidelines Manual for the Preparation and checking of Street Improvement, Drainage, and Grading Plans within Imperial County and submitted to the Department of Public Works for review and approval. The applicant shall implement the approved plan. Employment of the appropriate Best Management Practices (BMPs) shall be included on the plan.

An Equal Opportunity / Affirmative Action Employer

C:\Users\claudia.vnladez\AppData\Local\Microsoft\Windows\Temporary Internet Files\Content.Outlook\U72I4LQN\ZC 18-0002 (draft) JAG comments.doc

EEC ORIGINAL PKG

4. The applicant for encroachment permits, grading plans, and/or improvement plans is responsible for researching, protecting and preserving survey monuments per the Professional Land Surveyor's Act (8771 (b)). This shall include a copy of the referenced survey map and tie card(s) (if applicable) for all monuments that may be impacted by the project whether it be on-site or off-site.
5. At time of development, if required, by Section 8762(b) of the Professional Land Surveyors Act, a record of survey shall be filed with the County Recorder of Imperial County.
6. Street improvements shall be required in conjunction with, but not limited to, any construction, grading, or related work, including the construction of structures, buildings, or major additions thereto, on property located adjacent to any county street or on property utilizing any county street for ingress and egress, except that such improvements may be deferred as described in Section 12.10.040 of this chapter for residential property (Per Imperial County Code of Ordinances, Chapter 12.10.020). The street improvements required shall be a commercial type driveway per Imperial County Standards and a secondary emergency access driveway as approved by this Department. The secondary emergency access driveway shall be constructed of asphalt concrete or as approved by this Department.
7. No building permit for any structure or building or major addition to a building or structure shall be issued until the improvements required by Section 12.10.010 of this chapter have been installed and/or bonded. In addition, no building permit shall be issued until there has been compliance with Chapter 12.12 of this title and the requirement that an encroachment permit be obtained (Per Imperial County Code of Ordinances, Chapter 12.10.030).
8. Any activity and/or work within Imperial County right-of-way shall be completed under an encroachment permit issued by this Department (Per Imperial County Code of Ordinances, Chapter 12.12). Any activity and/or work may include, but not be limited to, the installation of temporary traffic control devices, construction of access driveways, etc.
9. The applicant shall update the transportation impact analysis at one (1) year and five (5) years from the date of the Zone Change Approval and/or as directed by the Road Commissioner. The updates of the transportation impact analysis shall include:
 - a. Current traffic volume data along County Roads (within 1 year of the date of the transportation impact report update) at the following locations:
 - i. Albright Road between State Route 111 and Kershaw Road
 - ii. Albright Road between Kershaw Road and State Route 115
 - iii. Yocum Road between State Route 111 and Kershaw Road
 - iv. Yocum Road between Kershaw Road (west) and Kershaw Road (Brown Road)
 - v. Yocum Road between Kershaw Road (Brown Avenue) and Blair Road
 - vi. Yocum Road between Blair Road and State Route 115

- vii. Blair Road between Yocum Road and State Route 115
- viii. Kershaw Road between Albright Road and Yocum Road
- ix. Kershaw Road (Brown Avenue) between Yocum Road and Calipatria City Limits

- b. If the transportation impact analysis to be completed within five (5) years of the Zone Change Approval warrants the installation for right and/or left turn lanes into the facility, the applicant shall fund the construction for said turn lanes.

10. Figure 7-1 of the transportation impact analysis indicates that 15% of the truck traffic will be using Yocum Road east of Kershaw Road (Brown Avenue). This section of Yocum Road is unpaved.

- a. Section E - Unpaved Haul/Access Roads Requirements of Rule 805 of the Imperial County Air Pollution Control District limits any traffic on unpaved roads to generate visible dust emissions (VDE) to less than 20% opacity. If the applicant is unable to maintain the opacity level as required by Rule 805, the applicant shall mitigate the generation of dust due to project traffic along Yocum Road between Kershaw Road (Brown Avenue) and Blair Road and along Blair Road between Yocum Road and State Route 115 by one of the methods below:

- i. Asphalt Concrete Road Improvements: The road section shall be improved by installing two (2) 12-foot travel lanes consisting of 4 inches of asphalt concrete over 18 inches of Class 2 Base, including Class 2 base shoulder backing, as approved by the Director of Public Works. Any activities related to these road improvements shall be completed under an encroachment permit from this Department.
- ii. Road Surface Chemical Stabilization: The road surface shall be stabilized by applying chemical stabilization products as recommended by the product manufacturer to accommodate for two (2) 12-foot travel lanes and as approved by the Director of Public Works. Any activities related to this road stabilization shall be completed under an encroachment permit from this Department.
- iii. Aggregate Base Road Improvements: The road section shall be improved by installing two (2) 12-foot travel lanes consisting of a minimum of 3" of Class 2 Base material, as recommended by a California Geotechnical Engineer, and as approved by the Director of Public Works. Any activities related to these road improvements shall be completed under an encroachment permit from this Department.
- iv. Road Dust Mitigation Plan: The applicant shall prepare a Road Dust Mitigation Plan and submit it to this Department for review and approval. Any activities related to the implementation of the road dust mitigation plan shall be completed under an encroachment permit from this Department.
- v. Traffic Restriction: Any existing and/or proposed project traffic, truck or passenger vehicles, associated with the project site shall be restricted from

using the road section. The transportation impact analysis shall be revised to indicate the revised traffic distribution and resubmitted to this Department for review and approval prior to the Zone Change Approval.

INFORMATIVE:

The following items are for informational purposes only. The applicant is responsible to determine if the enclosed items affect the subject project.

- All solid and hazardous waste shall be disposed of in approved solid waste disposal sites in accordance with existing County, State and Federal regulations (Per Imperial County Code of Ordinances, Chapter 8.72).
- All on-site traffic area shall be hard surfaced to provide all weather access for fire protection vehicles. The surfacing shall meet the Department of Public Works and Fire/OES Standards as well as those of the Air Pollution Control District (APCD) (Per Imperial County Code of ordinances, Chapter 12.10.020 A).
- The project may require a National Pollutant Discharge Elimination System (NPDES) permit and Notice of Intent (NOI) from the Regional Water Quality Control Board (RWQCB) prior county approval of onsite grading plan (40 CFR 122.28).
- A Transportation Permit may be required from road agency(s) having jurisdiction over the haul route(s) for any hauls of heavy equipment and large vehicles which impose greater then legal loads on riding surfaces, including bridges. (Per Imperial County Code of Ordinances, Chapter 10.12.020).
- As this project proceeds through the planning and the approval process, additional comments and/or requirements may apply as more information is received.

Should you have any questions, please do not hesitate to contact this office. Thank you for the opportunity to review and comment on this project.

Respectfully,


John A. Gay, PE
Director of Public Works

FO/cv



www.iid.com

Since 1911

May 14, 2018

Mr. David Black
Planner IV
Planning & Development Services Department
County of Imperial
801 Main Street
El Centro, CA 92243

SUBJECT: All American Grain Company, LLC GPA No. 18-0001 and ZC No. 18-0002

Dear Mr. Black:

On April 25, 2018, the Imperial Irrigation District received from the Imperial County Planning & Development Services Department, a request for agency comments on General Plan Amendment no. 18-0001 and Zone Change no. 18-000. The applicant, All American Grain Company, LLC; is proposing to rezone a portion of property to correct the inconsistent zoning created by a prior zone change. The property is located at 306 E. Yocum Road, Calipatria, CA.

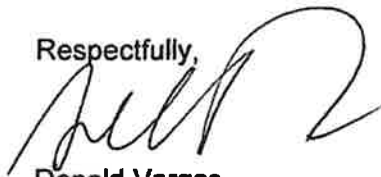
The Imperial Irrigation District has assessed the information and has the following comments:

1. IID water facilities that may be impacted include the Nectarine Lateral A along the parcel's southern boundary and the B Drain along the parcel's northern boundary. An existing ethanol plant entrance/drain crossing is located along the parcel's northern boundary. No new construction is proposed with the General Plan amendment or zone change. However, IID Water Department should be consulted prior to the installation of any facilities adjacent to IID's facilities. For further information, IID Water Engineering Services can be contacted at (760) 339-9265.
2. In addition, If future impacts to IID water facilities should result, the IID Water Department must be informed regarding encroachments, drainage and water service.
3. Any construction or operation on IID property or within its existing and proposed right of way or easements including but not limited to: surface improvements such as proposed new streets, driveways, parking lots, landscape; and all water, sewer, storm water, or any other above ground or underground utilities; will require an encroachment permit, or encroachment agreement (depending on the circumstances). A copy of the IID encroachment permit application and instructions for its completion are available at <http://www.iid.com/departments/real-estate>. The IID Real Estate Section should be contacted at (760) 339-9239 for additional information regarding encroachment permits or agreements. No foundations or buildings will be allowed within IID's right of way.

4. In addition to IID's recorded easements, IID claims, at a minimum, a prescriptive right of way to the toe of slope of all existing canals and drains. Where space is limited and depending upon the specifics of adjacent modifications, the IID may claim additional secondary easements/prescriptive rights of ways to ensure operation and maintenance of IID's facilities can be maintained and are not impacted and if impacted mitigated. Thus, IID should be consulted prior to the installation of any facilities adjacent to IID's facilities. Certain conditions may be placed on adjacent facilities to mitigate or avoid impacts to IID's facilities.
5. Any new, relocated, modified or reconstructed IID facilities required for and by the project (which can include but is not limited to electrical utility substations, electrical transmission and distribution lines, etc.) need to be included as part of the project's CEQA and/or NEPA documentation, environmental impact analysis and mitigation. Failure to do so will result in postponement of any construction and/or modification of IID facilities until such time as the environmental documentation is amended and environmental impacts are fully analyzed. **Any and all mitigation necessary as a result of the construction, relocation and/or upgrade of IID facilities is the responsibility of the project proponent.**

Should you have any questions, please do not hesitate to contact me at 760-482-3609 or at dvargas@iid.com. Thank you for the opportunity to comment on this matter.

Respectfully,



Donald Vargas
Compliance Administrator II

Kevin Kelley – General Manager
Mike Pacheco – Manager, Water Dept.
Charles Allegranza – Manager, Energy Dept., Operations
Jamie Asbury – Deputy Manager, Energy Dept., Operations
Carlos Vasquez – Deputy Manager, Energy Dept. Planning & Engineering
Enrique De Leon – Asst. Mgr., Energy Dept., Distr., Planning, Eng. & Customer Service
Vance Taylor – Asst. General Counsel
Robert Laurie – Asst. General Counsel
Michael P. Kemp – Superintendent, Regulatory & Environmental Compliance
Harold Walk Jr. – Supervisor, Real Estate
Randy Gray – ROW Agent, Real Estate
Jessica Lovecchio – Environmental Project Mgr. Sr., Water Dept.



IID

A century of service.

www.iid.com

Since 1911

February 13, 2019

Mr. David Black
Planner IV
Planning & Development Services Department
County of Imperial
801 Main Street
El Centro, CA 92243

SUBJECT: All American Grain Company, LLC GPA No. 18-0001 and ZC No. 18-0002
- Change of Project Description

Dear Mr. Black:

On January 28, 2019, the Imperial Irrigation District received from the Imperial County Planning & Development Services Dept., a request for agency comments on a revised project description for the All American Grain Company, LLC container facility project. The applicant is proposing to build a yard for storage and loading and unloading of intermodal containers. The project has been updated to include an additional (second) rail inner spur and a bridge across one of the three (3) proposed entrances. The project site is located at 306 E. Yocum Road, Calipatria, CA.

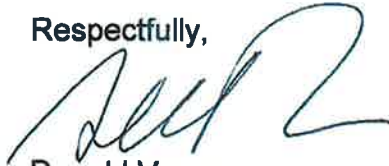
The Imperial Irrigation District has assessed the information and in addition to the district's May 14, 2018 comment letter (see attached letter) has the following remarks:

1. If an electrical service upgrade is required for the project, the applicant should be advised to contact the IID Customer Project Development offices at (760) 482-3426 and speak with Mr. Ignacio Romo, Customer Project Development Planner or e-mail Mr. Romo at igromo@iid.com to review the project's scope of work and initiate the electrical service application process. In addition to submitting a formal application for electrical service upgrade (available at the IID website <http://www.iid.com/home/showdocument?id=12923>), the applicant will be required to submit the electrical loads, panel size, voltage, project CAD files (electronic and hard copy), project schedule, estimated in-service date and environmental compliance documentation along with the applicable fees, permits and easements pertaining to the provision of electrical service to the project. Due to electrical capacity issues, IID may require to perform a circuit study to determine if any circuit upgrades are needed to accommodate the project. The applicant shall be responsible for any and all costs related to upgrading the electrical service for the project.

David Black
February 13, 2019
Page 2

Should you have any questions, please do not hesitate to contact me at 760-482-3609 or at dvargas@iid.com. Thank you for the opportunity to comment on this matter.

Respectfully,

A handwritten signature in black ink, appearing to read 'DVargas', with a large, stylized '2' written to the right of the name.

Donald Vargas
Compliance Administrator II

Enrique B. Martinez – General Manager
Mike Pacheco – Manager, Water Dept.
Charles Allegranza – Interim Manager, Energy Dept.
Jamie Asbury – Deputy Manager, Energy Dept., Operations
Enrique De Leon – Asst. Mgr., Energy Dept., Distr., Planning, Eng. & Customer Service
Vance Taylor – Asst. General Counsel
Robert Laurie – Asst. General Counsel
Michael P. Kemp – Superintendent, Regulatory & Environmental Compliance
Randy Gray – Interim Supervisor, Real Estate
Jessica Lovecchio – Environmental Project Mgr. Sr., Water Dept.

EEC ORIGINAL PKG

ADMINISTRATION / TRAINING

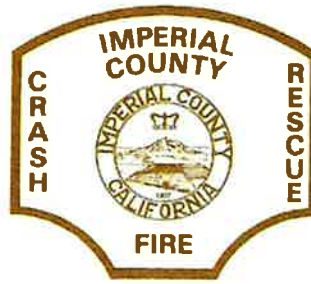
1078 Dogwood Road
Heber, CA 92249

Administration

Phone: (442) 265-6000
Fax: (760) 482-2427

Training

Phone: (442) 265-6011

**OPERATIONS/PREVENTION**

2514 La Brucherie Road
Imperial, CA 92251

Operations

Phone: (442) 265-3000
Fax: (760) 355-1482

Prevention

Phone: (442) 265-3020

February 13, 2019

RE: Revised Comment Letter from original on Feb 5, 2019
Zone Change 18-0002 and General Plan Amendment 18-0001

All American Grain Container Yard, APN: 024-260-032

Imperial County Fire Department would like to thank you for the chance to review and comment on the All American Grain Container Yard Zone Change, General Plan Amendment and construction of a second (inner) railroad spur.

Imperial County Fire Department has the following comments and/or requirements.

1. An approved water supply capable of supplying the required fire flow determined by appendix B in the California Fire Code shall be installed and maintained. Private fire service mains and appurtenance shall be installed in accordance with NFPA 24.
*Please see exception below regarding pressurized water system. Fire Suppression water requirement will be agreed upon once Fire Department meets with applicant.
2. Fire department access roads and gates will be in accordance with the current adopted fire code and the facility will maintain a Knox Box/lock for access on site.
3. Compliance with all required sections of the California Fire Code.
4. Fiscal Impacts will remain open until meeting with department head(s) and developer(s), which may include but not limited to:
 - Capital purchases which may be required to assist in servicing this project
 - Costs for services during construction and life of the project
 - Training

The zone change will require an approved pressurized water supply capable of meeting required fire flows to be installed and maintained in accordance with the California Fire Code. M-2 Zone (medium Industrial) will require greater water demand due to the potential hazards and fire loads associated with industrial operations. This requirement will be initiated when the applicant proposes to transport, store, or expand their operations to accommodate other M-2 zoning allowable use/operations other than the current operation and/or use, including the transportation and storage of agricultural commodity other than what is currently being transported or stored on site. Applicant will need to meet with the Imperial County Fire Department prior to making any changes to the use or operations of current and proposed M-2 industrial zones. Fire Department water requirement will be modified to meet the needs of Fire Department with the current operation and use on the existing M-2 zone.

The proposed second (inner) spur railroad track will be required have unobstructed access to the container yard at all times before the construction of the inner spur and its operation. Access roads shall meet all requirements from the California Fire Code for fire apparatus roadways. Imperial County Fire Department is requiring two (2) points of entry based on potential impairments. Bridges will be constructed in accordance with the California Fire Code and shall be able to carry imposed loads of fire apparatus.

Imperial County Fire Department reserves the right to comment at a later time as we feel necessary.

If you have any questions, please contact the Imperial County Fire Prevention Bureau at 442-265-3020 or 442-265-3021.

Sincerely

Robert Malek

Robert Malek

Deputy Chief Fire Marshal

CC:Andrew Loper Lieutenant/Fire Prevention Specialist

Imperial County Fire Department

Fire Prevention Bureau